

ACKNOWLEDGEMENTS

In 1976, Americans everywhere, will celebrate the 200th Anniversary of the United States as a Nation. It will be a time to recall the struggles, sacrifices, and labors of our ancestors who made it possible for us to have the greatest heritage of modern times. Also, the Village of Fairview will celebrate its 140th Anniversary on August 16, 1976. We, who live or have lived in Fairview Township, feel that our own ancestors have made a contribution to the overall heritage of our Nation. It is in this spirit that this manuscript has been written—that we might be more appreciative of our own heritage and its small part in the make-up of our greater American Heritage.

This manuscript has included the events and activities of today as an accurate record for the people of 2076. The early part of this history has been documented wherever possible. The latter part of the history, including the businesses and societies, has been taken from official records or has been verified as to accuracy by some responsible individual connected with each business and society.

It would be impossible to name all the people who have contributed in some way to the preparation of this manuscript. Everyone was most cooperative in providing information and material. A recognition is due to the late Cecil Van Liew who supplied the basic material on the Reformed Church.

A special recognition to Eugene Suydam who supplied all of the material on the Fairview Township Cemeteries, and the early roads of this area. He read the entire manuscript and offered valuable suggestions for its improvement. Above all his moral support and encouragement to this project has been greatly appreciated.

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HISTORY OF FAIRVIEW TOWNSHIP

Part I. The Formative Years

Fairview Township, Fulton County, State of Illinois, comprises the Congressional Township legally described as 8 N. and 3 E. of the Fourth Principal Meridian. On January 28, 1823 Fulton County was established with attached territory extending as far as Chicago. In 1825 the present boundary of Fulton County was established.¹ Fairview Township is one of the four townships which adjoins Knox County.

The first known settler to inhabit the township was Matthias Swegle, who came from New Jersey and settled near the head of Swegle Creek in 1829.² In the County Recorder's Office in Lewistown, the records show that on November 12, 1828 one Stephen Strickland deeded to Matthias Swegle the following lands: NE 1/4 of Section 8, and the NW 1/4 of Section 8 both of Township 8 n, R 3E.³ Also, from the same records one Parnach Owen sold to Matthias Swegle on April 20, 1833 the NE 1/4 of Section 9, T 8N, R 3E.⁴ Other purchases of land were made by Swegle from Love Humphrey as late as February 18, 1836.⁵

It is not known how long Matthias Swegle remained in Fairview Township, but H. M. B. Wilson in his history of the Fairview Reformed Church states: "In 1845 Rev. Wilson, together with his son-in-law Dr. J. V. D. Gaddis, bought a tract of land containing 720 acres north of town, paying five thousand dollars for it. This land was first obtained from the government by Matthias Swegle who was known as the first white settler in Fairview Township."⁶

Matthias Swegle served in the Black Hawk War. He was a blacksmith and made a wooden cannon to use in fighting the Indians.⁷ No information is available as to the effectiveness of the cannon. The Fulton County Atlas of 1871 shows a blacksmith shop located in the S 1/2 of the NW 1/4, Section 3. No evidence was found to indicate that it belonged to Matthias Swegle.

Other known early settlers in the Township were Richard Addis, John Hall, Moses Johnson, S. Dyer, Jerrod Lyons, and Benjamin Foster. Some of these families and others came from Ohio and New Jersey. No doubt there are other names which should be included. Between 1830-1835 there was much correspondence between the settlers here and the relatives back East. There is evidence that

several people visited this area before bringing their families here, which may account for the variations in dates when some of the first settlers arrived here. For instance, Johnathon Smith visited this country in 1833, and was favorably impressed with the outlook here. Two years later he came and raised a crop, and in 1837 bought 160 acres of government land in Section 35.⁸ Another instance reported by the late Edwin Hartough was that his grandfather, H. H. Hartough, drove a wagon for John G. Voorhees when he came to Illinois in early 30's, possibly 1832-1833. The grandfather returned to New Jersey, married and brought his bride back to Fairview and was living here at the time the Reformed Church was organized in 1837.

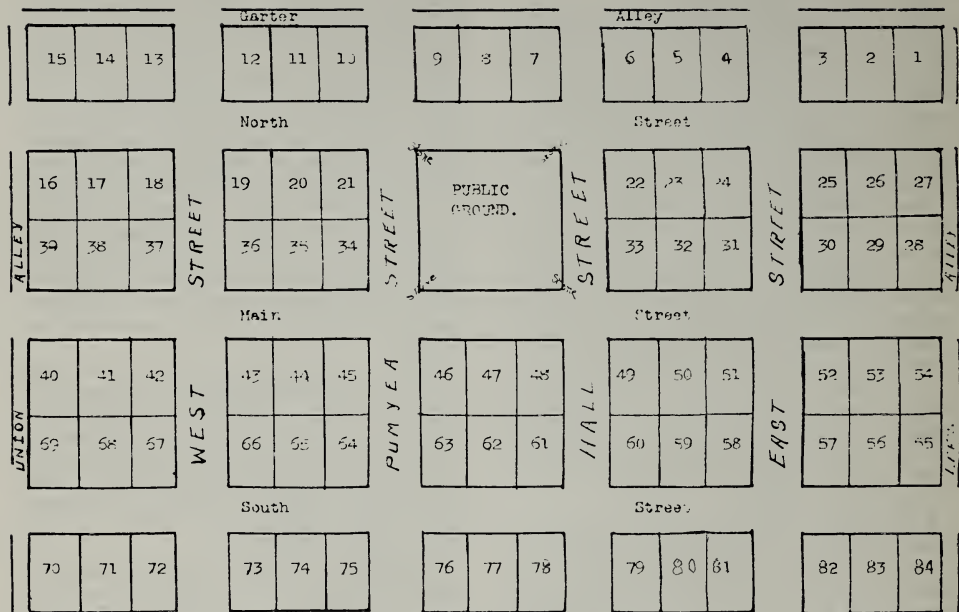
By 1837 there were several families from New Jersey, such as, Daniel Groendyke, Peter Pumyea, A. D. Wilson, Simon Wyckoff, Darius Gilmore, Peter Ten Eyck, Johnathon Smith, and others who settled in and around the southern part of the Township, and to the north were these families: William Burnett, W. S. Luman, J. K. Lance, Harvey Palmerston, C. Quin, Henry Alcott, and others.⁹

On August 16, 1836, Moses Hall and Benjamin Foster laid out the original town of Fairview in the SE 1/4 of Section 33.¹⁰ This plat comprised eighty-four lots plus the Public Square. It extended from Church Street five blocks east to what is now Highway 97, and was three blocks from north to south. Each lot was 66x99 feet, and the streets between the lots were sixty-six feet wide!¹¹ In 1837 Peter Pumyea and Richard Davis added the first addition to the original plat which was a duplicate in size of the original. This plat lay to the west and extended from Church Street to the street going to the cemetery. The surveying of both plats was completed by Jonas Rawalt, County Surveyor, who lived in Orion Township.¹²

The town was first called Utica but as there was a town in Banner Township by that name, Fair View was selected as the new name.¹³ There are two prevalent conjectures as to the naming of the town: one thought is that the name was chosen by Richard Foster who had lived in or near Fairview, Ohio; and the other, that the name was derived from the open prairie which extended to the east as the name

FAIR VIEW.

2341.



The above Town plat of Fair View is laid off on the south east quarter of section 33 in township eight North in range three east in the County of Fulton & state of Illinois. The streets in said town are each 66 feet wide all the lots 66 feet east and west and 99 feet north & south. Garter & Union alleys are each 16 1/2 feet wide and Lee's Alley is 33 feet wide. Surveyed by me this day August the 16th A.D. 1836.

Jonas Rawalt Dep. County S. of F.C.

I Benjamin Foster do acknowledge the streets and alley in the above town of Fair View to be public highways. I also give and bequeath unto the Methodist Episcopal Church to have and to hold forever Lots No. 1.2 & 3 in said Town also I give and bequeath unto the Presbyterian Church Lot No. 70 also the Cumberland Presbyterian Church Lot No. 84 also to

the Baptist Church Lot No. 15 in said town to have and to hold forever. Acknowledge signed, sealed with my seal this 29th of September A.D. 1836.

Benjamin Foster (L.S.)

State of Illinois

Fulton County -- This day personally appeared before me Benjamin Foster and acknowledged the above to be his deed and gift for the purposes and considerations therein expressed. Given under my hand and seal this 29th Sept., 1836.

Henry B. Evans J.P.

(Recorded October 1st 1836)

(Transcribed from Vol. 3, Page 457)

continued to be spelled Fair View as late as 1878. Fairview remained as an unincorporated area until February 24, 1859, when a special charter was granted. On July 2, 1900, the Village was reorganized, and a charter was issued by the Secretary of State on April 29, 1902.¹

In the original plat corner lots were set aside by Foster and Hall to be used for church purposes designating the northeast lots (1, 2, 3) for the Methodists, the northwest lot (15) to the Baptists, the southeast lot (70) to the Presbyterians, and the southeast lot (84) to the Cumberland Presbyterians.² None of these lots were ever claimed for church purposes. In the plat of the first addition, Peter Pumyea made a gift to the Reformed Church of all lots where the present Church and Chapel stand.³

The natural features of Fairview Township embrace rich prairies, timber land, hills and valleys. In the southeast corner just east of the Village of Fairview there is a prairie extending one mile north by two miles east and west. This area was swampy and covered with tall grass with deeply matted roots. In the northeast corner there is a larger prairie some two by three miles in extent. This area is more rolling, and, consequently, not as swampy as the above mentioned area. The central and south central part of the Township is traversed by Coal Creek with its two forks. On the hill slopes are found timber, and outcroppings of coal, stone, shales, and clays. A rich deposit of coal along the hillsides initiated coal mining into the major industry which it has become today. Rock exposure along Coal Creek afforded excellent building stones, and rock quarries became quite numerous. These quarries along with the fine timber stretching back from the creek provided needed building materials. Many of the early settlers, who had land holdings on the prairie, had a small acreage of 10-30 acres along Coal Creek from which they secured the necessary timber for fuel and building purposes. These small acreages were, also, found along a small creek in Joshua Township which was only a mile or two from the Village.⁴

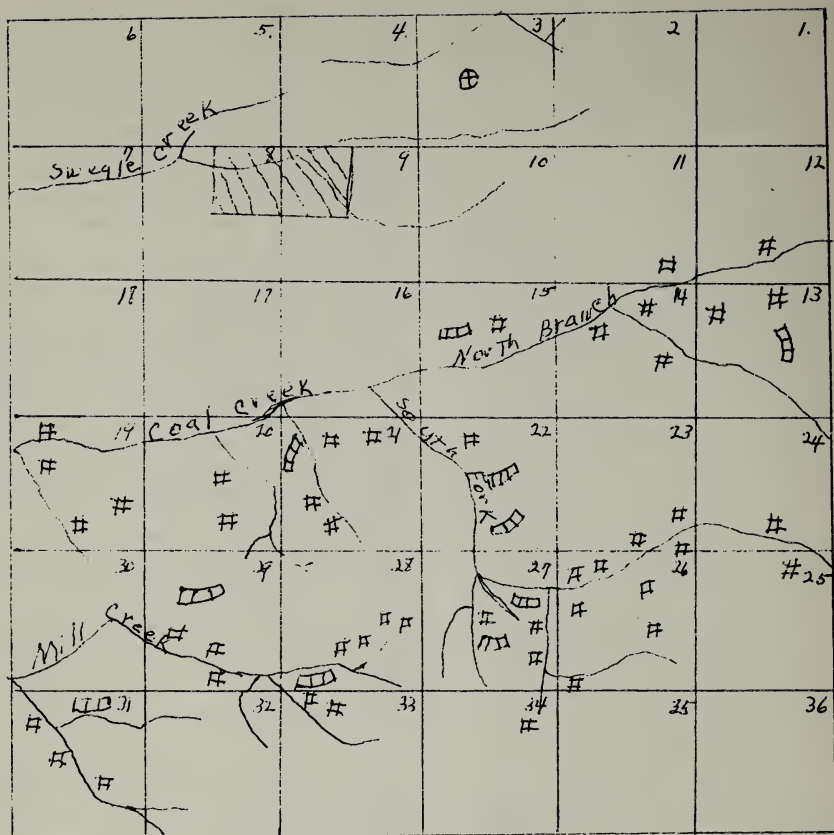
The first houses in Fairview were of log construction usually one room with no window. These were quickly raised to provide shelter until a more comfortable and larger house could be built. These cabins represented not only the first homes of the pioneer, but their

public buildings as well. The schoolhouse, which became the first church in the Village, was a cabin, as was also the first store and blacksmith shop. Henry B. Evans was the first merchant, and J.C. Rockafellow the first blacksmith.⁵ Darius Gilmore, who came to Fairview in the fall of 1836, built the first frame house.⁶ Edward Cox claimed he built the third frame house in Fairview which was located on the site of the home of Hazel Shellcrosslee.⁷

In the spring of 1838 the second store in the Village was opened by Peter Ten Eyck. The year 1838 brought a large immigration west, and a goodly number of families settled in the country surrounding the Village, so that the mercantile business received quite an impetus. The difficulty for the merchant was to get supplies as they became exhausted. Particularly was this the case in the winter season when navigation on the river was closed. Many a load of goods was hauled by team from Saint Louis and Chicago to Fairview during the winter season.⁸

Grist mills were widely scattered, and the early settlers of this section had to go a long distance to mill. The nearest flour mill worthy of note was known as Duncan's Mill, located on the Spoon River, twenty-five miles distant. Sometimes when the yield or quality of the flour from Duncan's Mill was not satisfactory, the next grist would go to a mill on the Mackinaw River, a stream tributary to and east of the Illinois River. This mill was fifty miles distant, and it usually took three or four days to make the trip and return with the grist.⁹

The first known grist mill to be located in Fairview Township was built on Coal Creek, just west of the bridge on Highway 97, in 1837 and was known as Hamey's Mill or Corncracker. The stones used in the mill were native hardheads. The stone burr was slightly over two feet in diameter, and one foot in thickness. Also, there was a sawmill in connection with the grist mill!¹⁰ H.M.B. Wilson in his History of Fairview has a different version of this mill. He states: "On Coal Creek directly north of the Village a man by the name of Selby Harney, in 1839, built a dam, and erected a little mill for grinding grain and sawing lumber. The first miller in my recollection of this mill was Minick Voorhees. Afterward it was sold to John M. Durland,



**COAL AND STONE OUTCROPPINGS
FULTON COUNTY ATLAS, 1871**

Coal Mine

▢ Stone Quarry

⊕ Blacksmith Shop

▨ Matthias Sweigle Site

and by him run more or less of the time until about the year 1848, when it was abandoned." In the year 1845, on the same creek a little more than a mile below this first mill another grist and sawmill was built by John Lake. Mr. Lake operated the mill a few years when it was sold, with the land adjoining to David A. Parks, who rebuilt the mill in 1853. About the year 1865 the creek failing to supply sufficient water, this mill was abandoned, being the last of the grist mills on Coal Creek.¹

As soon as the settlers had provided living accommodations for their families, they turned their attention toward the establishment of churches and schools. As has been pointed out the first families were a religious people who immediately provided the necessary facilities for their moral and spiritual needs. Also, they recognized the need for learning, and, accordingly, schools were established to provide the more formal training for the children.

That the parents were interested in education is evidenced by Matthias Swegle, the first known settler in Fairview Township, who attended school for three months with his younger children, even though he was about forty years of age and weighed 340 pounds.² It is not known what school he attended, but from the location of his land holdings one might surmise he attended either the Pisgah or Johnson school, as there were a number of families who settled very early in this part of the Township.

The first school in the Village of Fairview was a log cabin with puncheon floors and slab seats without backs. The teachers were almost always efficient instructors and disciplinarians, and used ferules and switches to command respect and obedience.³ The first schools were of the neighborhood subscription type as we find the following descriptions.

In 1838 just after the Village had begun to function, Simon S. Wyckoff was employed by the villagers to teach school in an old log cabin, set aside for that purpose, which was located on the south side of the Public Square.⁴ Abraham Gulick, the second teacher in Fairview, taught the 1839 term with the following families represented: Groendyke, Martin, Voorhees, Wilson, Wyckoff, Davis, Gilmore, Pumyea, Darland, Hageman, and Polhemus. Each family paid \$2.00 per child. School be-

gan April 8, 1839 and ended June 14, 1839. The teacher received \$28.91.⁵ There was a school in the northeast part of Fairview (in the Richard Addis neighborhood) in which the following families were represented: Foster, Leeker, Davis, Tipton, Williamson, Addis, and Martin. There were two sessions in 1838, and the teacher was paid \$13.95 for his services.⁶ T.M. Morse, who lived in Section 2, taught a subscription school for \$15 per month. He took wheat for pay and hauled it to Farmington where he sold the wheat for 25¢ per bushel.⁷

The Fairview Academy was built in 1838 just east of the present location of the Reformed Church. The structure was 26x40 feet in size with two stories, and was constructed by Isaac Hageman, Sr. and Isaac Hageman, Jr. The upper story was used for religious purposes until 1841 when the Reformed Church Building was completed. The first teacher at the Academy was S.S. Cornwell. School was continued in this building until 1863.⁸ The U.S. Bureau of Census of 1840 listed the Academy as having forty-five students.

Simultaneously with the building of schools, plans were being made for the establishment of a church which was to be a most important influence in the lives of the early settlers and future generations. The Reformed Church of Fairview, Illinois has several claims to distinction. It is a denominational member of the Reformed Church of America, dating from April 10, 1628. In the years 1836 and 1837 a few families from Somerset County, New Jersey moved to the new western country and settled in and around the present Village of Fairview. The ancestry of these migrant people is traceable to the Dutch Colony of New Amsterdam where the Reformed Church of America had its beginning. When the settlers arrived in the Fairview vicinity they brought with them a deep religious faith and an abiding belief in Christian Education. Through their efforts and devotion the first Reformed Church west of the Allegheny Mountains was established in Fairview; and about thirty-five years ago the D.A.R. commemorated this distinction by installing a bronze plaque with the inscription "First Reformed Church west of the Allegheny Mountains." This plaque can be observed as one enters the east door of the

Church.

On August 19, 1837 when the new settlement of Fairview consisted of only a log schoolhouse, three log cabins, and a small frame building, a meeting of several interested people met at the home of Daniel Groendyke. As a result of this meeting a request was made to the parent church in New Jersey for help to organize a church in the new settlement. Accordingly, Rev. A.D. Wilson came to Fairview, and on October 16, 1837 the church was organized with three men and five women forming the membership. The first consistory of the church was composed of Clarkson F. Van Nostrand and John S. Wyckoff as Elders, and Aaron Addis as Deacon. Rev. Wilson returned to New Jersey, but when no one would volunteer to become pastor of the new church, he returned with his family on July 1, 1838, to serve the church until his retirement in 1857.¹

On Monday, November 26, 1838, on the grounds donated by Peter Pumyea the cornerstone of the church was laid; and the church was completed and dedicated on Sunday, October 3, 1841.² The architectural construction employed was similar to that to be found in New Jersey and the Mohawk Valley of New York. The building was 45x65 feet with a bellfry in which an 850 pound bell was installed to call the people to worship. In the church were sixty-four pews varying in length from nine to twelve feet; the ends were fourteen inches wide and were made of white walnut (butternut); and a black walnut paneled door enclosed the entrance to each pew.³

In 1841 the pews were the individual property of the church, but there was a problem of debt which had not been paid so there arose a proposal to sell the pews and convey them by deed to the worshippers. On Saturday, October 23, 1841, the pews were sold by placing an appraised value on each pew according to its location and size. If there was contention over any pew then it was to be sold to the highest bidder. The fixed price for the pews ranged from \$30 to \$100. Eight pews in the rear of the church were forever to remain free. As families chose to move out or transfer into the church, the pews were to be exchanged at the original fixed rate with no barter or gain taking place.⁴ At the close of the sale records show that the following pioneer families had acquired a pew: John G. Voorhees, Richard

Davis, Daniel G. Polhemus, Richard Garretson, D. M. Wyckoff, John Berger, John Camron, Peter Ten Eyck, James Latourette, J. W. Suydam, Joseph C. Rockafellow, William Wyckoff, David Van Fleet, William Suydam, Johnson DeHart, Aaron D. Addis, Daniel Groendyke, Peter B. Van Arsdale, Lawrence Williamson, Simon I. Wyckoff, Darius Gilmore, H. H. Hartough, Jacob Cox, Isaac Rose, William Hageman, John Lane, Isaac Hageman, Daniel Perrine, Theodore Young, Daniel Broherd, John S. Wyckoff, Peter Pumyea, Cornelius Wyckoff, Stephen V. Robinson, J. V. D. Gaddis, Thomas Beer, Isaac I. Brokaw, Ten Eyck Wyckoff, W. T. Vander Veer, Levinus Sperry, Henry F. Stout, Edwin Shields, Jacob Young, Cornelius Suydam, and A. D. Wilson. This list of names not only indicates the people who acquired pews in the new church, but also indicates the rapidity of the influx of new families into the pioneer village. These pews were replaced during the pastorate of Rev. G. Watermulder (1902-1903) by the present seating arrangement. Many owners of the old pews took them home for sentimental reasons, or for the fine walnut lumber in them.⁵ Previous to this time the high pulpit was replaced. It was the custom in the early days among many churches for the minister to be located above the general level so that he could look down upon his congregation, and, also, at the same time, he could see those seated in the balcony. As the trend changed toward lowering the pulpit, some wanted the pulpit to remain as it was in the beginning, while others preferred the newer trend.

During the pastorate of Rev. W. H. Van Doren a controversy arose among the congregation over the social behavior of the pastor. It divided the congregation to such an extent that the pastor was asked to submit his resignation. He refused to resign unless he were paid expenses to move back East. At first, the congregation would not listen to this. The dispute among the congregation became so bitter that the Illinois Classis was called in to help remedy the situation. Finally, some expense money for moving was granted the pastor, and he left the church and vicinity in February of 1893. However, the controversy within the church continued throughout the summer.⁶ This caused some bitter feeling for a short time as the following item from the Fairview Bee of August 17, 1893, indicates:

“There was a meeting held at the Reformed Church, Monday ‘to bury the hatchet’. This is hardly a proper term to use in connection with a church difficulty, but the case demands it, and it is hoped for the good of the church, society, and all concerned that the weapon is buried good and deep never to be resurrected again”. The Rev. Mr. Wessels, who was the pastor of the Raritan Church, effected a compromise which saved the church from being broken up.

Another item of interest in the history of the Fairview Reformed Church was a tree planting day.¹ The site of the new Village being almost a treeless prairie suggested the need for shade and landscaping. In the spring of 1863, the Rev. J. S. Jorammon suggested to the families of the church that they plant in the church yard family memorial trees. At the specified time the families came with one or more trees and commenced the work of setting out the trees, according to a previously designed plan. The trees were set in parallelograms, sixteen feet apart in the west part of the ground where stands the church, and eighteen feet apart on the east side where stood the Academy Building. Two hundred seven trees were planted in the church square.² Many of these young trees were elms which grew to great size and lent their majesty for more than one hundred years.

In one instance the Reformed Church lost an opportunity for greatness to itself, to the local community, and to a large area of the Midwest. True to Reformed Church tradition, after provision had been made for worship, men began to plan for Christian Education of their children, especially preparation for future ministers. In the year 1766, Gov. William Franklin (son of Benjamin) in the name of King George, granted a charter for the erection of Queens College at New Brunswick, New Jersey. This fact was well known to many of the early settlers of Fairview as it had been the Church College back East. In 1858, the Particular Synod of Chicago, together with the Classis of Illinois were very seriously considering the establishment of an educational institution. A committee was appointed by the Classis of Illinois for such an institution to be located within the bounds of the Illinois Classis. Fairview, being the mother church of the West, and having the largest membership of any church in the Classis, argued that, by

priority right, the school should be located in Fairview. On Saturday, March 5, 1859, a meeting was held locally and in summary the following resolution adopted: “Therefore, be it Resolved, that we, the congregation of the Dutch Reformed Church of Fairview, Illinois, would recommend to our Consistory to pledge the Classis of Illinois, at its next session, the house and grounds belonging to said congregation, known as parsonage house and lots for the purpose of a grammar school, seminary, college or university, under the care of the Reformed Church denomination, provided said institution is located in Fairview, Illinois”. The Consistory concurred in the Resolution, and Rev. William Anderson, then pastor at Fairview, was sent to the General Synod with this offer in hand. He returned with the shocking announcement that he had accepted a call to a church in New Jersey, and that Synod might better give their full support to an already hoped for college at Holland, Michigan, which later became a reality and was named Hope College.³

In 1856, during the last year of Rev. A. D. Wilson's pastorate, plans were initiated to build a parsonage to house the incoming pastor, Rev. William Anderson of New Jersey. The building was started immediately, and was completed in 1857. The building was square in shape with a flat metal roof and observatory atop. There was a double parlor on one side of the entrance hall, and the kitchen was an annex in the rear. It had a cistern, a well and all the improvements of that time, including a study for the preacher, bedrooms, and a bathroom upstairs. The house at the time it was built, excelled in style, ornament, and cost of any other in town or area. The Rev. Mr. Anderson was given permission to approve the style and architecture of the home. Total cost of the home was \$5500, a large sum in those days. The debt was paid off in 1865 by subscription. Three acres of ground for pasture, stables, and barns went with the house.⁴

The first Class of the Methodist Church was organized in 1850 and was composed of the following members: Mr. and Mrs. Acil Hubbard, Mr. and Mrs. William Groendyke, Mr. and Mrs. Daniel Rodormer, Mr. and Mrs. Edward Mitchell, and John Mitchell. The ministers the first year were Rev. J. B. Quimby and Rev. T. Moffitt. In the original plat of the Village three northeast corner lots were designated for

Methodist church purposes. It is assumed that these lots were never used for building a church of any kind. It is quite possible that the Methodists may have held church services in various homes as that procedure was quite common, in pioneer communities, until the membership grew large enough to warrant a special building. By 1850 the church needing a permanent site and wanting a more central location, chose a site farther west which is now occupied by the Russell Fengel Building. The Church edifice was erected in the year 1850-1851 at a cost of \$1600. Mr. William Groendyke raised \$900 of the cost by subscription.¹

The settlers who came to Fairview Township brought as much of the products of back East as they could bring on the overland trip. These products soon wore out, or became exhausted by passing time. The settlers had to rely on their own talents and initiative to replace the exhausted supplies.

Providing food for the family needs was time consuming. At first the settlers had to take their grain to be ground to either Duncan Mills, or to the Mackinaw River east of Peoria. It has been mentioned that one Selby Harney had built a grist mill on Coal Creek in 1839. This mill had a limited capacity, depending on the water supply; so, in 1841 S. B. Suydam conceived the idea of building a mill in the Village using oxen to supply the power.

Suydam's mill was located on the lot where Harold Omer lives, and a portion of the barn where it stands on the lot, was the mill. The power house, where the motive power was generated, stood north of, and adjoining the barn. This consisted of a huge shaft erected at an angle of forty-five degrees. This shaft was surrounded by a round platform wheel twenty-five feet or more in diameter. On this platform the oxen were placed, and thus the principle was the old time tread mill power. The power was conveyed to the machinery of the mill by means of a large belt wheel surrounding the shaft underneath the platform on which the oxen were placed.² This was a mill for grinding grain only, and the bolting of the flour was done in the home with little flour sieves.³

A competitive mill, patterned after the above mill, was built in the south part of the Village on a site now occupied by Bert Swinger. From available information it would seem

logical to assume this mill was built in either 1843 or 1844 by a person unnamed. This mill was of greater capacity than Suydam's mill as the diameter of the wheel was much larger, as ten or more oxen could be placed on the platform. In this mill a bolting process was operated by machinery, and a good grade flour was produced. A wool carding machine was added to this mill, and here the wool was carded and made into rolls ready for the hand spinning wheel. It was not long until most every home had a spinning wheel.⁴

Flax was introduced and found to grow admirably well in this new country, and it was not long until the flax spindle became a household necessity, and the sound of the weaving loom was found in many a home. Thus, their silks and frills, brought from the East, gave way to the homespun garments. The women dressed in their linsey woolsey were better supplied with clothing than the men for the manufacture of the heavier fabrics had not reached the Village. The men had to be content with their buckskin garments and Kentucky jeans.

Soon fine go-to-meeting clothes became available as two tailors settled in the Village and opened a shop for cutting and manufacturing clothing. The name of one tailor was Mummert, and of the other Jacob Wills. It was not long until homespun suits were quite common.

The women had their Shaker bonnets and hoods, but the hats the men brought with them from the East were becoming shabby and did not correspond with their new homespun suits. The coon skin cap was all right for the buckskin suits, but for a full dress of homespun this cap was out of place, particularly in warm weather. It was found that Benjamin Darling had some experience as a hatter, and he was induced to start a hat factory in the Village. Matthew Beer, an uncle of Dr. S. B. Beer, joined Darling in the hat business, and manufactured the stiff or block hat, which in that day was quite stylish. A few of the squatters in the outskirts continued to wear their coonskin caps and old dilapidated hats, styling the settlement in and about the Village "the stiff hat Jersey settlement".⁵

Salt pork and hominy, with the wild game, constituted the principal articles of food for the settlers, and while the spread of their tables was abundant, it did not provide a great variety. The fare after a time became monoto-

nous, and the settlers yearned for the fruit of the orchard and fresh meats of their homeland. Robert Broherd, who lived with his brother Daniel on a farm west of the Village, informed the Villagers he would furnish them with fresh meat two or three times a week if they so desired. The offer was accepted, and Broherd began peddling fresh meat from house to house. In those days a great deal of business was done on credit with settlement made once or twice a year. Broherd followed this custom, but soon found that pay was slow and unsatisfactory. After a time he placed the following notice in the public places in village and country - "You d----d Jersey men, have eaten my meat, now I want my Money". (Signed) Bob Broherd.¹

Other difficulties besetting the settlers as time passed were the wearing out of their harness and wagons. They had repaired the harness as much as possible with rawhide. As only so much repairing of this kind could be employed, the settlers began to look for a tanner. In the spring of 1843 Edwin Shields, who had some experience as a tanner, moved to the Village from Indiana. He purchased an acre of land from D. C. Polhemus and started a tannery. The process of tanning in those days was done with lime and bark which was a slow and tedious process. The leather made by Shields was not as smooth and perfect as that of the present day, but it fulfilled the needs of the pioneer.

Darius Gilmore, who was among the first settlers, repaired their wagons, and soon commenced the manufacture of new ones. For years Gilmore continued in the business, and in 1848 began the manufacture of carriages, called the "Rockaways".²

The plows that were brought from the East were not fit for the black soil of the prairies as they would not scour. In 1845 a steel mould board plow was made by Joseph C. Rockafellow, and his brother Johnson, both being blacksmiths.³ This enterprise was soon abandoned as a result of competition of larger companies.

A fanning mill was started about 1845 across the street from the old Fairview Grade School. These mills were used to separate grain from chaff, and were made by Candee and Shoemaker. These mills were sold at the factory, and were peddled throughout the country by wagon.⁴

While the necessities for the farm were provided, the housewives had to be content with their home surroundings. The furniture brought with them from the East was still the furniture in use supplemented by the home made rough table, wood benches and stools, and the split bottom chairs. The worn out carpets had been replaced by the rag carpet of their own weaving.

In the fall of 1852 Joseph Cook, Sr. moved to Fairview from Somerville, New Jersey where he had worked in the furniture trade as a master mechanic. Cook opened a furniture shop in the building formerly occupied by the Fanning Mill factory. In 1853 he was joined by his brother, Charles, who had just arrived from the East. He hauled much of his raw material and lumber from Copperas Creek Landing. All furniture and coffins, as they were then called, were handmade. He made many trips on foot to Ellisville, carrying wood, and there had it turned into table legs and spindles, returning at night. He was the first undertaker in the community, and had the first hearse in this part of the country.⁵

John P. Spiss, who was born in Germany, came to Fairview in 1855 and immediately opened a tin shop in an upstairs room of the Wilson Building. In 1856 he purchased a lot across the street from the present Postoffice building. This was occupied by him and his wife as a place of residence and workshop for a number of years until he built a building which is still standing, though not in use, on the same site. He carried hardware supplies along with his tin and metal work.⁶ Today, one can observe many metal roofs on the older houses of the Village, which, undoubtedly, reflects the influence of the excellent artisanship of this early pioneer.

Thus, we see that among the early settlers who came to Fairview Township at one time or another prior to the Civil War were many skilled artisans. They were men who possessed the ingenuity and foresight to produce the commodities so badly needed by the settlers of this prairie community. Through the work of the hatter, tanner, blacksmith, tinner, butcher, cooper, wagon maker, and many other artisans the life of the pioneer settlers was a rewarding one. In spite of the hardships, poor transportation and communication the people were happy, contented, and made progress in the accumulation of material things along with

their spiritual and intellectual achievements.

The early settlers in Fairview Township had no roads to follow as we know roads, today. Perhaps, they followed trails which the Indians had used prior to the coming of the white man. These early roads, or trails, were very crooked as they skirted swamps and headed small creeks. As the Township became more densely settled and the land was claimed by private ownership, the roads began to follow section lines, or even half or quarter section lines, forming square corners in the roads. Today, these square corners have been replaced by S curves due largely to the change in the mode of transportation, and that roads are maintained by tax monies of some kind.

Two early roads, or perhaps trails, which were quite beneficial to Fairview Township were the Monmouth-Knoxville-Springfield Road, and the Peoria-Mississippi River Road. These two roads intersected in the Village of Fairview, and consequently, before the day of the railroad, were an economic boom to the Village and Township.

The Knoxville Road entered the Township on the north along the present Route 97 until it neared Coal Creek where it veered to the west and crossed both branches of Coal Creek before proceeding on south through Fairview.

The Peoria-Mississippi River Road coming from Farmington entered Fairview Township at the extreme NE corner of Section 25, and proceeded in a southwesterly direction toward Fairview and entered the Village from due east and continued on west crossing Spoon River at Ellisville.

There was a cut-off road from the Knoxville Road to the Peoria Road which saved a few miles for people in the Township who wanted to go either toward Knoxville or Peoria without having to go to the intersection of the roads at Fairview. After the Knoxville Road crossed the north branch of Coal Creek, and before crossing the south fork, the cut-off skirted the north side of the south fork for a ways and then headed in a southeasterly direction until it joined the Peoria Road at the old Johnathon Smith place about two and one-half miles east of Fairview.

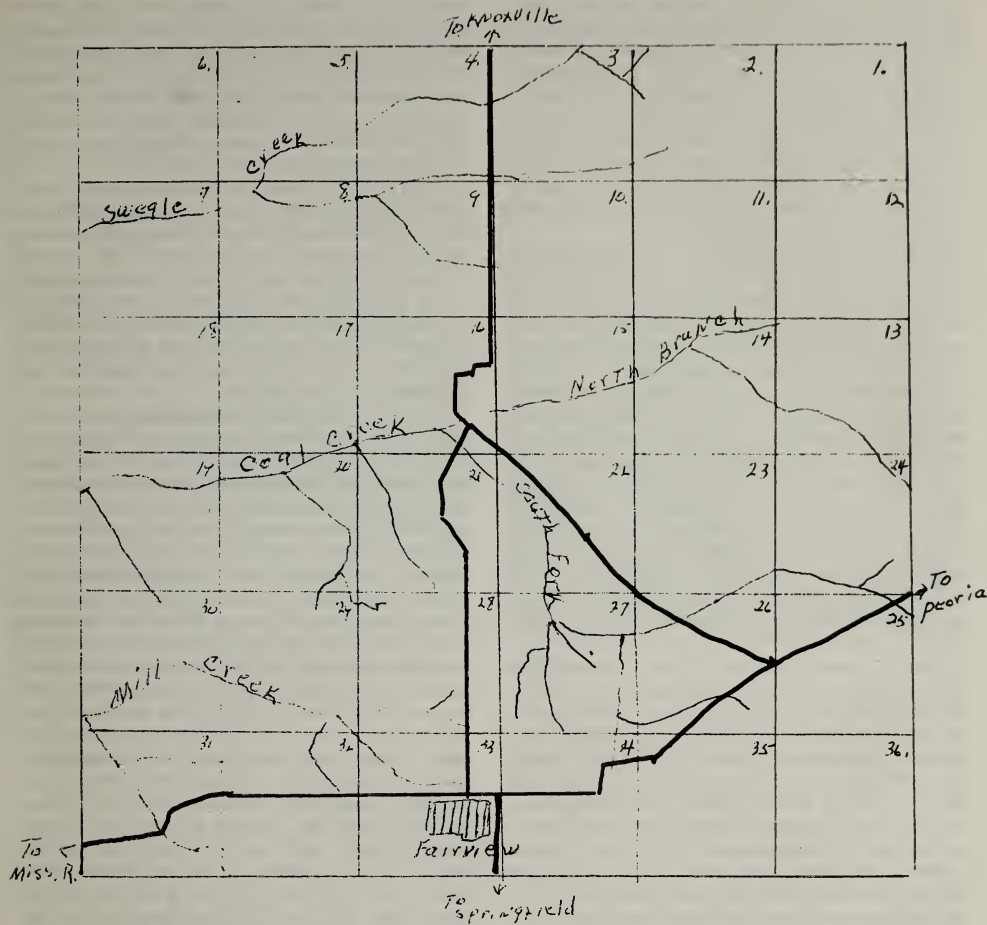
Traces of the original road can be identified in places on hillsides where the wheel tracks made gullies; where new growth of trees are smaller; and where foundations of old houses, caves, and wells are still in evidence. Later

when this road was made to conform to section lines, the east-west portion became known as "Goat Road", and the north-south portion became known as "Coal Hollow Road". Goat Road is still in evidence, but Coal Hollow Road has been replaced by a road constructed by the Midland Coal Company. The 1871 Atlas of Fulton County shows roads which at the present time no longer exist.

It is reasonable to assume that the first mail to come on a regular schedule to the new Village of Fairview was carried over Monmouth-Knoxville-Springfield Road. Old plat books show that what is now called Church Street was known as "Knoxville Road". The first postoffice in Fairview was established on May 9, 1838, with Daniel Groendyke as postmaster, and the building was located directly across the street to the south of the present postoffice building, which was at the end of the Knoxville Road. Other postmasters who served up to and during the Civil War., with date of appointment, were as follows: David W. Wyckoff, March 30, 1843; Henry W. Kreider, July 21, 1854; Joseph I. Perrine, April 17, 1856; Jeromus V. D. V. Vandoven, September 25, 1856; John S. Wyckoff, January 6, 1860; Cornelius D. Hageman, August 3, 1861; James N. Suydam, March 7, 1863; and John G. Wyckoff, August 4, 1866.¹

Probably, the most widely known place in Fairview during the Nineteenth Century was the Lewis House. It was built in 1837 by G. M. Lewis and may have been the second frame building constructed in the Village. The Lewis House was of two story frame construction. It contained twenty-eight rooms of which ten were on the second floor. There was a wide corridor extending east and west on the first floor with a parlor, living room, and office in the front besides ten guest rooms at the end of the corridor. A long dining room was located on the back side of the lower floor where delicious meals were served at twenty cents per meal. The building was well constructed. The corner posts were 6x8's set on sandstone pillars; the rafters and joists were hand hewn, and were put together with wooden pins. Some of the siding was of solid walnut. The lower half of the building was lined with brick which insulated the building in both summer and winter.

In the early days people travelling by horse-back or carriage enroute between Monmouth



**KNOXVILLE-SPRINGFIELD AND PEORIA-
MISSISSIPPI RIVER ROADS**

State Roads Through Fairview Township

and Springfield would stop over at the Lewis House. It is reported that Abraham Lincoln on his way from Knoxville to Springfield spent the night here, and stayed in Room 16. Don Mahr has the numerals "16" taken from the door on display at the Spoon River Hatchery. Also, Robert Ingersoll was an overnight guest when he was in this area on railroad business. The bar room was one of the best wayside inns in Central Illinois where visitors and friends met to while away the evening hours.

The principal occupations carried on in the Township outside the Village of Fairview were farming, stock raising, fruit growing, and mining. The flat prairies and creek valleys were used for raising corn, wheat, rye, and some flax while the uplands were used for grazing and fruit production. Wheat was used for making flour for local use, and the surplus wheat was hauled to Copperas Creek Landing, Peoria, and even on occasion to Chicago, for a cash income. Mr. G. V. Polhemus hauled wheat in a wagon to Chicago and sold it for fifty cents a bushel.¹ There was not too much actual cash available as there is evidence a few people had difficulty raising twenty-five cents to pay postage due on a letter; so a load of wheat represented a sizeable income for any family.

There were several farms where fine horses were raised. The horses were usually of the draft type, although a few farmers raised driving and riding horses. Incidentally, there were not many mules as the U. S. Census of 1870 shows 39 mules compared to 796 horses. In the sheep industry the Shropshire was an early favorite. There were many hogs raised on the uplands where they could feed on acorns, wild nuts, and fruits. Pork was more widely used for food than beef as at that time, the pork could be salted down and kept for a considerable time. Frequently, droves of hogs were driven to market, either to Peoria or Copperas Creek Landing. Much of the grain of the farmers was stored in large warehouses built in the Village, which was later hauled to market. The most widely used market was at Copperas Creek Landing, some twenty miles distant, where larger warehouses stored the grain for later shipment down the Illinois River. Along with the grain, pork when cured and packed, was hauled to the same market. Two extensive packing establishments were erected in the Village of Fairview where the hogs,

alive or dressed, were bought and manufactured into lard and cured meats. This industry created a demand for barrels. Two barrel factories were started in the Village while many barrels were also made in the country, thus creating a market for staves and hoop poles.² Barrels were also used for storing cider and molasses.

Nearly every farm had an orchard of some size growing apples, pears, and plums. There were cider mills in connection with some of the larger orchards, and by 1875, Mr. T. H. Travers was making 30,000-50,000 gallons of cider annually.³ In addition to the fruits mentioned, berries were also produced as L. M. Turner of Section 21 had an acre each of strawberries, raspberries, and blackberries under cultivation in 1888.⁴

Since the coal seams appeared on the surface of the hillsides along Coal Creek and other creeks, drift mines became numerous. It is assumed that Coal Creek derived its name from these outcroppings of coal. Nearly every landowner along the creeks did some digging of coal, but there were quite a few owners who developed extensive mines in the period just prior to and following the Civil War. Isaac Lamb came to Fairview Township in 1841 and settled in Section 31. He had quite an extensive coal bank, and for some of his land he paid \$125 per acre. He began his coal business in 1848. At that time and for a few years later he could supply the demand for coal without help, but from 1865 he employed help and mined about 25,000 bushels annually.⁵ Thomas H. Travers and his father probably had the largest mine in the Township. Travers had gone to Pikes Peak in 1859 and on to California where he spent about five years working in the gold and silver mines. In 1865 or 1866 Travers and his father opened the Travers Coal Bank, and by 1878 were producing 32,000 bushels of coal annually.⁶

Just a little over two decades had passed when the peace and tranquility of the prairie village was disturbed by the violence of the Civil War. Although no actual fighting occurred within the boundaries of the Township there were many patriots who were willing to fight to preserve the Union. Captain Matthew Voorhees told about the meeting in the Reformed Church during the Civil War when volunteers were being sought. He and

other young men were in the gallery. When signatures were called for, at first no one responded. He looked at the other young men and felt that some one should begin, so he jumped down from the gallery to the platform, and was followed by others, to enlist.¹ The 103rd Infantry was organized in August 1862 and was mustered on October 2, 1862. This was exclusively a Fulton County Regiment having been raised entirely within the County. Company D of this Regiment was largely made up of men from the Fairview Community with J.S. Wyckoff and M.V.D. Voorhees as Captains, and Matthew V.D. Voorhees, First Sergeant.² Company D drilled briefly at Fairview before going to Peoria for final drilling. The Company was sent to Tennessee and Mississippi and was engaged in the siege of Vicksburg;³ battle of Missionary Ridge, and finally joined Sherman's March to the Sea.⁴ Hugh H. Hillpot, a member of Company D, received a sunstroke while engaged in the siege of Vicksburg, and was unconscious for weeks. After having a second sunstroke he was assigned to the Reserve Corps, Company F, and was sent to Washington, D.C. When President Lincoln was assassinated his Company was called to assist the police in controlling the crowd. He was one of the soldiers selected to stand guard at the bier of the President as he lay in State.⁵ Company D was

mustered out on June 21, 1865, at Louisville, Kentucky, and proceeded to Chicago where on June 24, 1865, it received final payment and discharge.⁶

There were men from this area in other Companies, but Company D seems to be remembered as a unit from the Fairview area. In 1868 the citizens of the Fairview Community erected a monument in the Village Park to the memory of the men who gave their lives in the service of their country. The Monument is a marble shaft about fifteen feet high on a base of Joliet limestone. The Monument cost \$1,000 and was paid for by popular subscription.⁷ The names of the thirty-two men inscribed on the shaft are as follows: Lawrence P. Blair, Peter Hall, Abraham W. Ammerman, Peter T. Corzatt, George W. Leeper, Ichabod Leigh, Jacob Martin Negley, Casper B. Schleich, Joseph R. Skillman, William P. Wyckoff, Eathern M. Botkin, George J. Bye, Hiram Goodell, Gresham Sweeny, Lewis Anderson, George W. Alward, Charles J. Dilts, Caleb T. Moore, Daniel Walsh, Henry R. Suydam, Charles Alpaugh, Peter Dilts, Herman Dilts, Cornelius Prall, Samuel Kellogg, John Hagaman, George W. Beams, William G. Johnson, George J. Moore, William Hall, Archibald McCrea, and Simon V. Brown.

Part II. Economic Expansion and Social Progress

In the period following the Civil War the struggling pioneer days were past, and the life of the people began to take a new form and direction. Isolated communities began to disappear as soldiers returned home followed by a stream of emigrants moving westward. New activities and new industries began to take form and move toward the complex mechanical age of the Twentieth Century. The expansion of the railroad, the improvement of water transportation, and new improved farm machinery all led toward an expanding economy. The people were in closer contact, and as a result, clubs, lodges, and social activities began to replace the house-raising and quilting bees so common to the pioneer days. Fairview Township shared in this new era of expansion.

In 1865, P. J. Herder came to Fairview and started the manufacture of wagons and carriages. He obtained the services of John Pfeiffer, a blacksmith, to do the iron work. After several years the two men formed a partnership known as Herder and Pfeiffer which continued until the death of Herder in 1892. In the Fairview Bee of March 17, 1887, the following item was recorded: "The new bus of the Lewis House is making its first trip to the depot this week. It is a dandy and was built by Herder and Pfeiffer". After the death of Herder, Pfeiffer discontinued the business and went into partnership with C.V. Gilmore selling farm implements. In 1896 this enterprise had the misfortune to be burned out by the big fire of that year.

In the late fifties a large grist and flour mill was erected on Church Street on the site where John Dennis lives. It was 30x50 feet with three stories and was built by J.M. Fox.¹ Later it was bought by Allen Anderson who operated the mill for several years. In December 1876 the mill was purchased by Peter Berger.² Mr. Berger improved the equipment installing a forty horse power steam boiler which he purchased from the Old Woolen Mill at Canton. The boiler was fourteen feet long, four feet in diameter, and contained thirty four inch flues.³ Berger used the equipment to grind grain and to make flour. People came from many miles to patronize the mill, as it was one of the better mills in this area. Leonard Putman recalls

accompanying his father to the mill with a load of wheat to be ground into flour. They would arrive early in the morning with the wheat, and late in the afternoon would return home with the flour. In the Fairview Bee of March 17, 1887, Berger had this notice: "Feed ground for 5¢ per bushel, or toll one-sixth; wheat ground for 12¢ per bushel, or toll one-eighth". In 1897 or 1898 Berger built an addition to the north side of the mill in which he installed a dynamo to furnish electric lights to the Villagers from dusk to 11:00 p.m. In the Treasurer's Report for the Village of Fairview for the fiscal year ending April 17, 1906, it is noted that the Village paid \$40.75 per month to P. Berger for street lights.

The Saturday Leaf was the first newspaper to be published in Fairview. From copies in the possession of Frank Wheat and Ralph Abbadusky, and reproduced copies in the Fairview Bee the following information is available: The Leaf was started in October 1875 and was published monthly until May 1876. It was printed on one side of the page only, and the subscription price was 25¢ per year or 2¢ per copy. The paper was issued weekly from October 21, 1876 to June 1878, and was called the Saturday Leaf. No indication of the publisher was mentioned in any of the issues available, although Rev. Winter in his book "A Brief History of Fairview" states that the son of Rev. J.S. Joralmon, pastor of the Reformed Church from 1860-1865, was the editor. The Fair View Record, the second paper, began June 29, 1878, and was published weekly by W.S. Hunter. The subscription price was three months for a dime. The size was a single page 5x8 printed on both sides. There is no evidence available as to how long the paper was published. The following owners of a business or trade in Fairview for 1878 are listed by the Fair View Record of September 7, 1878; J. E. Bower, Clothing and Dry Goods; H. F. Hillpot, Clothing and Dry Goods; A. Voorhees, Grocer and Druggist; J. Newt Suydam, Postmaster and Druggist; C. Wycokoff, Hardware and Implements; J. Spiss, Stoves and Tinsmith; Joseph Cook, Furniture, Coffins, and Pumps; Theodore Pumyee, Sash, Doors, Blinds, and Lumber; P. Berger, Flour Mills; Jacob Cyphers, Confectionery and Cigars; Allen Keefauver, Barber and

Confections; Herder and Pfeiffer, Carriage Makers; U. W. Cyphers, Saddle and Harness Maker; George Lewis, Hotel; S. B. Bennett, and J. D. Curtis, Physicians; Mrs. L. W. Davis and Mrs. Lina Cyphers, Milliners; Little and Stines, J. Van Nortwick and J. S. Moore, Carpenters; H. Belue, J. Sosey, and P. Griggs, Shoemakers; Charles Cyphers, Painter; H. F. Hillpot, W. Rockafellow, Charles Suydam, and J. Roberts, Blacksmiths; H. V. Lowe, Brick Mason; S. V. Robinson, Justice of the Peace; and Joseph Wcykoff, Mail Carrier.

There are many copies of the Fairview Bee scattered among the residents of Fairview. This paper was established by F. B. Phillips on January 3, 1883.¹ Mr. E. E. Whitehead bought the paper later in the year and continued its publication until at least May 20, 1909, which is the last available issue. There may have been a few issues later than this, but 1909-1910 seems to be about the time general opinion has Whitehead moving from Fairview. In 1896 the office of the Fairview Bee was located opposite the northwest corner of the Public Park, and in the fire of that year much of its contents were destroyed. Donald Ekstrand recalls working for Whitehead as a young boy, and, at that time, the office was located in an old building located on the site of the present Fire Station. The Fairview Bee was Fairview's most popular and influential newspaper. Whitehead was a most energetic newspaper man, well liked by his business associates and neighbors; and the fact that the paper continued for some 26-27 years under his editorship speaks for itself. The paper was issued weekly, and the subscription price ranged from \$1.25 to \$2.00 per year.

The Taylor Building, now occupied by Van Liew's Radio and TV Shop, was named for Joseph Taylor who acquired the building from Abram Voorhees on November 16, 1875.² Voorhees operated a grocery and drug business beginning about 1865.³ Early records indicate that the building was located on the site of Joe's Market, and was moved to its present location prior to 1895.⁴ In 1876 Joseph Taylor opened a meat market, and in 1889 he added a line of boots and shoes. In 1890 he added dry goods and notions in the store rooms adjoining the meat market.⁵ He either operated or leased the stores until at

least September 1903.⁶

Fairview continued to grow and prosper until the era of building railroads came, which almost brought ruin to the heretofore prosperous Village. During the early sixties numerous roads were being built throughout the country, and Fairview awakened to the realization that she was surrounded by railroads, but not a single one passed through Fairview Township. The Quincy Branch of the Chicago, Burlington, and Quincy Road was sixteen miles west; the Peoria Branch twelve miles north; the Rushville Branch seven miles east; and the Toledo, Peoria, and Warsaw line ten miles south.

Efforts began to be made by the citizens to get a road passing through Fairview Township. With the cooperation of a man by the name of Phelps, who lived in Elmwood, and with parties west who were interested, a charter was obtained from the State Legislature for a new road called the Elmwood and Mississippi Railroad. This road was to connect with the C.B. and Q. at Elmwood, and run west through the towns of Farmington, Fairview, Ellisville, Prairie City, and LaHarpe to Fort Madison, Iowa. Stock was subscribed by the people along the line with Fairview Township subscribing \$35,250. The road was surveyed and the line as far as Prairie City was established. An assessment of five per cent was collected on the stock subscribed, and the work of grading was begun at Elmwood. After grading two or three miles from this point, work ceased and was never resumed.

The next effort came in the late sixties when Pekin secured a charter from the State Legislature to build what was called the Pekin and Mississippi Railroad. The proposed line of said road was to cross the Illinois River at Pekin, entering Fulton County on the east making Farmington or Norris a point from which the line would extend west through Fairview, Ellisville, Prairie City, LaHarpe, and to Fort Madison on the Mississippi River. By an act of the State Legislature, townships at this time were granted the authority to issue bonds for building railroads, if so decided by a majority vote at a special election held for that purpose. After the line of the road was surveyed, an assessment of \$3,000 a mile was asked from the people as local aid in building the road. This amount

was pro-rated among the various townships through which the road would pass, and the people were asked to furnish their quota either in private subscription or township bonds.

In determining the pro-rata for the townships, the condition of the people and the advantage expected to accrue to them from the success of the enterprise were considered; and their assessment thus made without reference to the length of the road in the township. The result was that Fairview Township was asked to contribute \$50,000 which was \$8,333 a mile, the length of the road passing through the Township being six miles. Captain John S. Wyckoff was elected a director of this road, and an effort was made to raise the amount by private subscription. This being unsuccessful an election was called to vote the necessary bonds. This was a hotly contested election as the north and east portion of the Township opposed the project, while the Village and the south part of the Township favored it. The result of the election was in favor of issuing \$50,000 in bonds. This election was held in 1870 and resulted in a split in the Township which persisted for a number of years. Many of the Townships between Fairview and Pekin failed to approve their bond issues, and thus the road was doomed. It is reported that Peoria engaged the noted orator, Robert Ingersoll, to defeat the Pekin Venture.

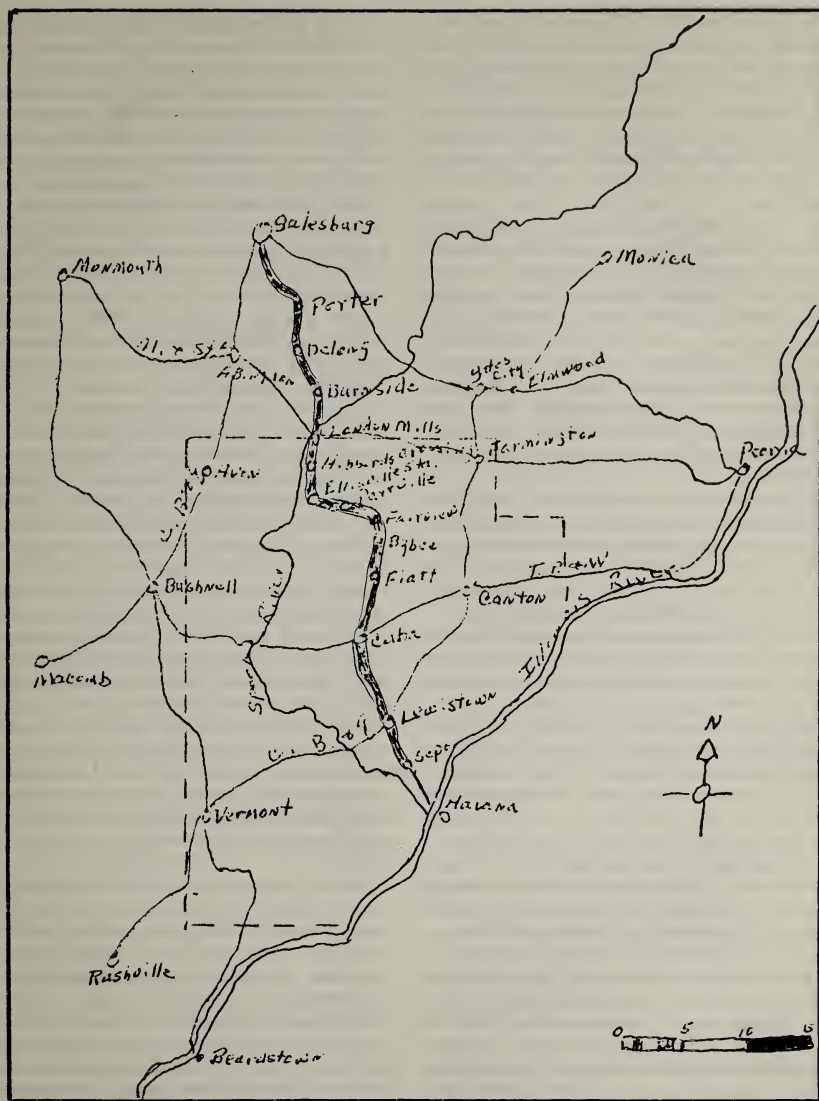
About the year 1872 or 1873 a charter was obtained from the State Legislature for a railroad called the Burlington, Monmouth, and Illinois River Narrow Gauge Railway. The charter of said railroad was obtained and controlled by a construction company in the city of Monmouth. By the terms of the charter no work was to be done until there was a local subscription of \$3,000 a mile obtained. Once again Fairview Township was honored by having a local citizen named to the directorship of the road, namely, H.M.B. Wilson. The work of subscription began, and in a little while Fairview Township raised a little in excess of \$20,000 being some \$2,000 more than was required. But the required subscription of \$3,000 per mile failed to be reached in other areas, and, consequently, Fairview Township was still without a railroad.¹

Finally, help came from an unexpected source for a railroad for Fairview Township. In 1878 there was an attempt to remove the

County Seat from Lewistown to Canton. As a result of this contest a proposal was made by William T. Davidson, Editor of the Fulton Democrat, that a Narrow Gauge Railway from Havana through Lewistown to Fairview be built. It was generally understood that if the voters of the Township supported the retention of the County Courthouse in Lewistown they would receive the benefit of a railroad extending from Havana to Fairview. Seeing the economic value of such a road extending north and south across Fulton County, residents of Havana, Lewistown, Cuba, and Fairview became actively engaged in the promotion of the railway. On September 25, 1878, The Fulton County Narrow Gauge Railway was incorporated under the Statutes of the State of Illinois. The officers of the new corporation decided to begin construction at Fairview and work south toward Cuba. The task of securing right-of-way became a difficult problem. Some of the land owners wanted exorbitant prices for the right-of-way, and others refused to sell at any price. This led the officers to locate the site of the Fairview Depot one-half mile west of town. This aroused the ire of some Fairview subscribers, and they cancelled their subscription to purchase stock. However, other of the Fairview subscribers worked harder for the project, and finally the Fulton County Narrow Gauge Railway, later nicknamed the "Peavine" became a reality. On final completion the Railway operated from West Havana through Lewistown, Cuba, Fairview, London Mills, and on to Galesburg, a total distance of sixty-one miles.

From October 28, 1880, when the first train entered the Village of Fairview, changes began to occur in the economic activities of the community as this was the first rail transportation easily accessible to the people of this area. Shifting of some industries and the creation of new industries resulted from the new railroad facility, together with the fact that the station was located one-half mile west of town.

Probably, the first new venture was the creation of shipping facilities at the new station. Thomas H. Travers, who had donated funds to the Narrow Gauge Railway, established a grain, stock, and lumber business forming a partnership with L.W. Davis and P.B. Voorhees under the firm name of T.H.



Fulton County Narrow Gauge Railway

Travers and Company. They bought and shipped the first car load of hogs and cattle from Fairview; also they bought the first load of lumber to be forwarded to Fairview.¹ In 1881 Charles E. Mitchell became manager of the grain elevator and other business of the firm. In 1890 Mitchell became manager of the firm of Buckley, Persley, and Company.²

Some of the older residents of Fairview seem to think that Travers sold his elevator to Buckley, Persley, and Company at that time; however, no official record was found to prove that fact. In 1900 Buckley, Persley, and Company erected a grain elevator with a capacity of 18,000 bushels.³ In 1894 the lumber interest was purchased by James G. Simpson who merged with Powelson under the firm name of Simpson-Powelson Lumber Company. The lumber yard in Fairview was discontinued in the late 1950's.

All of the economic expansion of the 1880's called for capital, and the need for a banking institution to serve the business and financial needs of Fairview and the rich agricultural area in the northwest portion of the County became very evident. On July 1, 1885, the Fairview Banking Company was organized. In the beginning the bank was not capitalized, but was privately owned and operated at various locations in the Village. The first officers were T.H. Travers, President; L.W. Davis, Vice-president; John W. Gaddis, Cashier; and P.B. Voorhees, Assistant Cashier. Ten years later in the year 1895 the owners and officers had constructed in the Village of Fairview the present bank building.⁴

The Hill Store, now occupied by Joe's Market, dates back to 1882 when it was owned and operated by H.M.B. Wilson and John W. Gaddis. In 1884 Wilson sold his interest to Gaddis, who operated it alone until 1887, when Harry C. Hill became a partner under the firm name of Gaddis and Hill. In 1895 they built a new building which is the present site of Joe's Market. In 1901 Hill became the sole owner, and the business was known as Hill's Store.

In 1889 Joseph Cook, Sr., who opened his furniture store in 1852, went into partnership with J.F. Belue. In 1892 Cook and Belue constructed a new building 28x94 feet using the old building as a warehouse. This constituted a very fine facility for the furniture business, and continued to be used as such until 1967.

In 1894, Belue bought Cook's interest and became the sole owner. People came from far and wide to trade at Belue's as he sold organs, pianos, and sewing machines, as well as complete line of home furnishing. Belue was a licensed embalmer, and carried on the undertaker's functions in funeral ceremonies in conjunction with his furniture business.⁵

Along with the expanding businesses in the Village of Fairview, the coal industry became a growing economic asset to the Township. Old mines were worked more extensively, and new mines were being opened and operated on a larger scale. In 1883 Samuel Parr bought land in Section 30 for the principal purpose of obtaining coal lands. On January 8, 1900, he opened his mine near the Fulton County Narrow Gauge Railway, which provided him with better shipping facilities for outside markets. He opened a drift mine which had a vein of coal four feet eight inches thick. Later a small settlement grew up here which was called Parrville.⁶ No evidence is available as to how long Parr operated his mine. It is known that some time later other operators were in this area, namely, Frankovich Brothers, and Schuler and Long. There were mines to the north and east of Fairview as the Fairview Bee of September 17, 1891 carried this ad: "Soft coal for sale at the bank one-fourth mile north of C.I. Alcott's; 4¢ if paid for; 4 1/2¢ if charged. W.L. Burdon. "In addition to these mines there were many others which continued to operate until the mining interests were assumed by the large companies which, today, have elevated Fulton County to prominent leadership in the production of coal in Illinois.

During this period the schools shared in the building growth of the Township. In 1863 a two story frame building was erected in the northwest part of town at a cost of \$3500. The Fairview Academy was sold and moved east of its original site to the property now owned by Eugene Suydam. The new school was surrounded by beautiful grounds, with delightful grove and lawn not excelled, perhaps, by any public grounds in the County. Its rooms were well furnished, giving ample and comfortable accommodations for 225 pupils.⁷ This building was located on the site of the former Fairview Grade School. School was held in this building until 1899 when it was sold and moved to the south part of town, where it was converted into

a residence and is now occupied by Harry Vollmar. M.M. Cook, who was born in Fairview on November 9, 1855, served as Principal of this school for fifteen years before being elected County Superintendent of Schools in 1894. He served in this capacity from 1895 to 1919.¹ Cook served as a teacher in the Grade School before becoming Principal, as we find the following item in the Saturday Leaf, dated October 21, 1876: "We have printed Report Cards for teachers Mapes and Cook. We gladly chronicle this advance in school discipline."

On June 17, 1899, the people of Fairview voted to build a new school building, and to bond the district not to exceed \$10,000. T.H. Travers, J.W. Gaddis, and C. Gilmore, Board Members, were inspecting buildings on Tuesday, June 20, 1899.² William Wolfe of Galesburg was employed as architect. The contract for construction was let to Hjerpe and Munson for \$7,950.³ The building was completed in 1900, and continued to be used until 1973 when all schools were combined into a K-12 building. Fairview's first high school was established in 1897, and was held in the building on the corner of Pumyea and Carter Street until the new building was completed. Mrs. E.H. Murphy taught from 1898 to 1900, and she was in charge of both grade and high school. The first Baccalaureate Sermon was delivered in the Methodist Church by the Rev. G.P. Snedaker to the first graduates Edgar Zabriskie, Ruth Wilson, and Carl Polheums who received their diplomas on June 7, 1900. The following year there was no eleventh grade so that the second class graduated in 1902. At this time the high school course was only three years, but in 1908 the fourth year was added.⁴

By 1870 the following schools had been established in the Township outside the Village of Fairview: Maple Grove, Johnson or Pleasant Hill, Pischah, Rosedale, Smoke Row or Oak Grove, Smith, Sunbeam, and Lamb or Schleich.⁵ All or some of these schools were, no doubt, established as early as 1840, but no factual evidence as to date of establishment is available. Some of these schools were moved slightly from their original location,⁶ but each continued to function until closed or absorbed by unit districts in the late 1940's.

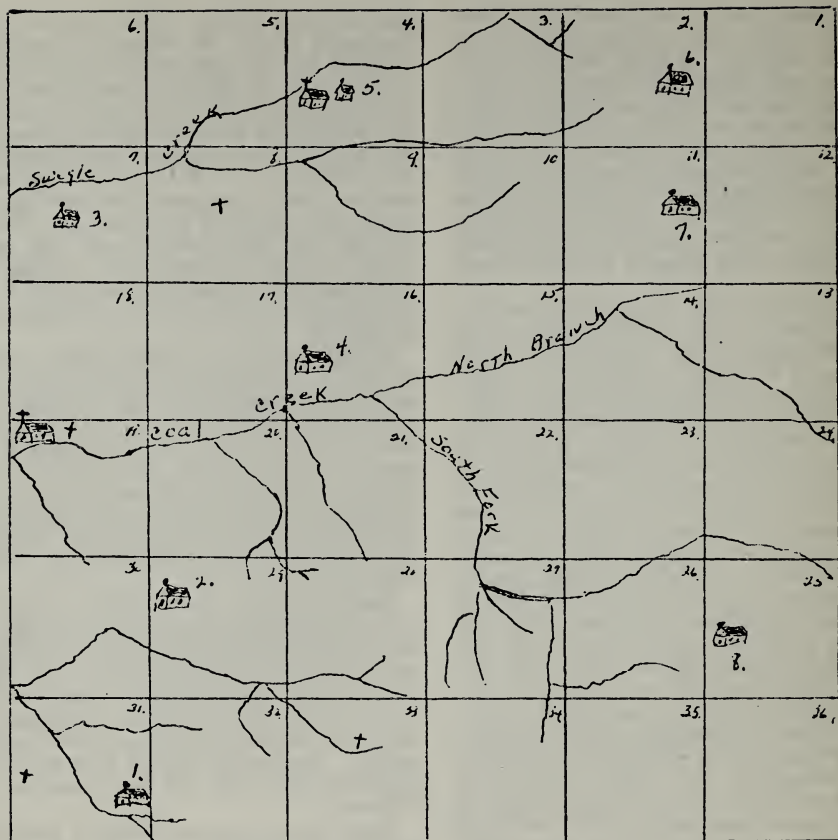
As the moral and spiritual responsibility of the churches to the community increased, improved facilities were necessary to main-

tain the high quality of their services. As mentioned earlier the Reformed Church had acquired more ground, and built a parsonage in 1856-1857. By 1873 the building debt for the parsonage had been paid so it was decided to hold a festival of Thanksgiving to celebrate the fact that all church property was free of debt. The celebration was called the Harvest Home Festival, and it was such a success that the event was continued until the late 1930's. Through the years people came from wide areas to renew old friendships, to enjoy the entertainment, to feast on the famous fried chicken dinners, and to enjoy good Christian fellowship.

By 1897, when the site of the M.E. Church had become valuable as a business location, the church building was sold and converted into a store building. The last service in the old Church was held on Sunday evening, February 13, 1898, with Rev. B.F. Mattox officiating.⁷ By this time the present M.E. Church Building was completed at a cost of \$3,000 and was located in the first addition to the original town on the corner of Main and St. John's Streets.

The Evangelical Lutheran Church, situated at Coal Creek, was organized by Rev. Swartz about 1850. The congregation met in a school house at first, and indeed until 1866, when their present church structure was erected. It is 30 x 40 feet in size, and cost \$2,000 of which the Swygert family gave \$600. Samuel Gourley donated the ground upon which the building stands, and also the ground for the Cemetery.

The first doctor in the Village of Fairview was Dr. John Gaddis, son-in-law of Rev. A.D. Wilson, who came here in 1838 with Rev. Wilson, and began the practice of medicine in the Village and surrounding community. Owing to the sparsity of population, Dr. Gaddis was called upon to make many long trips in all kinds of adverse weather. The result was that he sacrificed his own health in his services to the people of this pioneer community. He contracted tuberculosis and was constrained to give up his practice, but not before he provided the people with medical students who served apprenticeships under his supervision. Dr. John H. Piersol assisted Gaddis until he was elected to the Office of County Clerk in 1853, subsequently, moving to Lewistown. Dr. Henry W. Kreider was



Rural Schools

1. Schleich or Lamb

2. Sunbeam

3. Mount Pleasant or Johnson

4. Oak Grove or Smoky Row

5. Pisgah

6. Maple Grove

7. Rosedale

8. Smith

also a student of Gaddis for a time, as was Dr. Edgar L. Phillips of Galesburg. Eventually Dr. Gaddis retired from the practice of medicine, and went into the mercantile business in Fairview. Finally, ill health forced him to quit business, and about 1855-56 he moved to Jacksonville, Illinois.¹

The next known doctors were S.B. Bennett and J.D. Curtis who started practice in 1861², and I.L. Beatty opened an office in 1881³. S.B. Beer came sometime during the 1880's⁴. Other doctors who were here prior to 1900, and who were associated with either Bennett, Beatty, or Beer, were S.S. Clayberg, T.E. Wetzel, W.P. Frazier, and Doan Parks⁵. W.C. Mitchell was here in 1905⁶, and R.E. Wasson arrived in 1906⁷ and practiced until his death in 1944. W.L. Crouch came around 1914, and continued practice until his death in 1939. In the latter part of that year K.J. Long came and stayed until called into the Armed Services. C.W. Atherton, who was located in Farmington, came to Fairview twice a week during the latter part of WW II, and in 1946 moved here permanently. He remained until 1949. I.S. Easton was here from 1949 to 1952. The present doctor is Visvaldis Ziedins who has been here since 1956. Thus, in addition to the three student doctors, there are sixteen known physicians who have lived in residence and practiced medicine in the Fairview Community. Those with the longest period of service were Gaddis, Bennett, Beatty, Crouch, Wasson, and Ziedins.

Very little information of the early postmasters is available. However, on March 7, 1863, James N. Suydam was appointed postmaster, but in 1866 he was "swung out" by President Andrew Johnson for two years, after which he was reappointed. On July 7, 1908, Jacob J. Zabriskie was appointed postmaster, and a building now occupied by the Fairview Insurance Agency was constructed specifically to house the post office.⁸ In 1912 the post office was burglarized. As the story goes, four yeggmen blew open the post office safe with six blasts of nitroglycerin. The men began the burglary about midnight, and continued with blasting until successful in opening the safe while a few residents watched from the street with horror. The men reportedly escaped on a hand car with more than \$300 in their possession.⁹ The names of other postmasters, with date of appointment,

who served the Fairview Post Office during the latter part of the 19th Century are: Marvin L. Harrington, September 18, 1885; Isaac L. Swegle, May 22, 1888; Abraham Eldert, February 28, 1894; Lawrence W. Davis, January 27, 1898; and Matthew V.D. Voorhees, May 28, 1902.¹⁰

When Mr. and Mrs. G.W. Lewis passed away their only son, Frank, operated the Lewis House and from 1880 it became even more famous for its hospitality. Frank was a good musician, and he organized an orchestra which met in the House for practice sessions. There were many gay parties and get-togethers which furnished entertainment for the community and surrounding areas. Excellent home style dinners were still served, and when Frank would step out on the porch and ring the dinner bell, guests and local residents headed for the dining room. After the Narrow Gauge Railroad came to Fairview, travelling salesmen made it a point to stay at the Lewis Home. Mr. Lewis bought a new carriage from Herder and Pfeiffer which he operated to and from the depot. On Sundays people came from nearby towns, as well as from the Fairview vicinity, to enjoy the family style dinner and hospitality of the Lewis House. As times and conditions changed, first the dining room closed, then later the hotel itself, thereby, bringing to an end an establishment which had brought renown to the Fairview Community for almost one hundred years.

There was another hotel in the Village known as the Greenwell Hotel which was located where Robert Wilson now lives. Jesse Greenwell also operated a livery stable which was just east of the hotel. Records show that Jesse H. Greenwell bought these lots (5 and 6) from Travers and wife on April 30, 1883¹¹. It is assumed that, soon thereafter, he opened the hotel and livery stable. At one time he carried the mail from the depot to the post office. The opinion of some of his relatives is that his operations were closed around 1910. When this property came into the hands of Robert Wilson, he removed the back part of the hotel, and he used the livery stable as a sale barn from 1938 to 1948. By that time Wilson had built a new sale barn farther west on Carter street, and the old livery stable was torn down.

While Fairview Township prospered economically during the last half of the Nine-

teenth Century, it did not neglect the social and fraternal aspects of life. It was during this period that most of the lodges, clubs, and social organizations had their beginning. One notable organization, The Vigilant Society, had its beginning in the early days of the Village, and continued to function in some measure during the remainder of the Century. Bands of robbers roamed through the new western country, and at times would appear in Fairview Township especially to steal horses. In order to protect their property a meeting of the citizens of Fairview and vicinity was held in the Fairview Academy on December 3, 1849, for the purpose of devising ways and means to combat this form of robbery. A resolution was adopted to form an association to be called the Fairview Vigilance Society. On Saturday, December 8, 1849, a constitution and by-laws was adopted, and the following persons were elected to office: Darius Gilmore, President; David M. Wyckoff, Vice-president; and J.V.D. Gaddis, Secretary. While horses were afterward stolen in this section of the country, there never was one stolen from a member of this Society.¹ The regard in which this organization was held can be noted from this item in the Saturday Leaf, March 2, 1878, Vol. III, No. 8: " 'Robbery in town' was the sentence on everybody's lips on Thursday morning, caused by the forcible entrance of burglars into the store of J.E. Bower, Esq. They opened the fireproof safe, and took therefrom about \$140 in cash, also, out of the store about \$30 worth of jewelry and other articles. The Vigilance Society immediately instituted measures for the recovery of the property and the detection of the burglars. If they do not succeed in ferreting out this iniquity, it will be the first time they have failed." No evidence was found to indicate whether the Society was successful or not. The Society celebrated its semi-centennial on the first Tuesday in December 1899 with a banquet held in the rooms of the Fairview Masonic Lodge.²

The first meeting of the Fairview Lodge, No. 350, A.F. and A.M. was held under a dispensation of the Grand Lodge in the Taylor Building which is now occupied by Van Liew's Radio and TV Shop. A charter was issued on October 3, 1860, with twenty names inscribed on the charter roll. The first officers were Thomas Shreves, W.M.; Joseph Saunders,

S.W.; David Shreves, J.W.; and C.W. Martin, Secretary. In 1862 the Lodge was moved to the Wilson Building two doors east of the present location. The present building was erected by the Masonic Building Association, and was dedicated on October 6, 1910.³

The Fairview Chapter of the Order of the Eastern Star, No. 99 was instituted on November 25, 1886, by I.W. Ross as Deputy of the Grand Patron in the Masonic Hall. The charter was granted October 6, 1887, with twenty-five names inscribed thereon. The first officers elected were: Mary C. Swegle, W.M.; A. D. Wilson, W.P.; Angeline Bennett, A.M.; and Thomas H. Travers, Treasurer. The regular meeting date was set for the Tuesday on or before the full moon of each month, which remained in effect until May 13, 1917. The first meetings were held in the Wilson Building until 1910 when the new Masonic Building was erected.⁴

Fairview Rebekah Lodge No. 243 was instituted February 9, 1889, by dispensation of Grand Master Humphrey who appointed Past Grand Dr. S.B. Beer instituting officer. There were forty names inscribed on the roll as charter members with George Mitchell as Noble Grand. The first meetings were held in the Taylor Building which was the meeting place of the I.O.O.F. After a time the Lodge moved to the Davis Building where the present post office is located. Since 1898 the Lodge has met in its present home which was built by the I.O.O.F. On February 20, 1909, the Lodge celebrated its twentieth anniversary at which time there were 111 members.⁵

Although the I.O.O.F. Lodge disbanded around 1942, it was very active up to World War I. Fairview I.O.O.F. Lodge was organized June 13, 1884, with twenty-three charter members who received the degrees at Ellisville on a previous date. Upon organizing the following officers were elected: Foster G. Smith, N.G.; E.E. Hull, V.G.; I.L. Beatty, Secretary; and George W. Mitchell, Treasurer. The first candidate to be initiated into the Lodge was S.C. Carr. The Lodge occupied various rented halls in Fairview until June 11, 1898, when they moved into their new building. Dennis Stone, Noble Grand, presided at the dedication of the building on June 23, 1898.⁶

There were various other clubs and societies which functioned for a period of time

such as Debating and Literary Clubs, Band and Orchestra Groups, Granges, Woodmen Lodge, and a Free Silver Club. The Fairview Bee of April 2, 1896, reports that a Free Silver Club was organized at the Town Hall and within a week had seventy-three members. No doubt there are other clubs which should be added to the list, for this was truly a period for organizing to get projects moving.

There were two major disasters in the Village of Fairview which caused the loss of one life and much property. On the morning of February 25, 1896, Fairview's most disastrous fire occurred when the entire block north of the Park burned to the ground. The fire started in the upper floor of the Opera House and quickly spread to the lower floor occupied by Pfeiffer and Gilmore's Implement Store. Whipped by a strong north wind the fire spread to the adjoining building on the west housing the J.F. Sosey Jewelry Store, and on to the northwest corner where the T.C. Stephen's Grocery and Bakery became engulfed in flames. On the second story of Stephan's Grocery were the offices of the Fairview Bee, The Fairview Fire Insurance Company, and H.M.B. Wilson. The contents of the latter two offices were saved, but the Fairview Bee suffered a heavy loss of material and equipment. In the meantime the fire spread to the south side of the block burning the home, barn, and office of Dr. S.B. Bennett, and the office of P.V. Hoagland, Police

Magistrate. As the Park was on the south side and the wind was blowing from the north, the east and west sides of the block were in most danger from flying sparks. The fire spread so rapidly that the entire block was burned within a period of two hours. Although there had been a meeting in the Opera House the previous night, the direct cause of the fire was undetermined.

The second major disaster occurred on Saturday evening, June 24, 1899, at about 8:15 p.m. when the boiler at Berger's Mill exploded fatally injuring the engineer, Frank Stevenson, and generally wrecking the lower story of the mill. Debris was scattered as far as 250 to 300 yards, some falling in front of the Greenwell Hotel.¹ Mr. and Mrs. Berger, who were sitting in the yard at the time, received some cuts and broken bones, but were fortunate in not receiving more serious injury. In the days following, many citizens came to the aid of Berger, both in rebuilding and finances. In the Fulton County Ledger of October 1899, Berger had notice stating that the mill had been repaired and was ready to resume flour and feed grinding. The latter part of 1909 the Farmington Power and Light Company took over the electric lighting of the Village, followed in 1913 by the Central Illinois Light Company. In 1913 the mill was sold and dismantled, and rebuilt into a barn on the Howard Vollmar farm.

Part III - The Automobile and Mechanization

While the Twentieth Century is known as the age of mechanization the era of economic expansion did not end and the age of mechanization began at a specific date; rather, there is an overlapping of the two periods in which the characteristics of each period are functioning. So it was with Fairview Township where the economic expansion continued well into the Twentieth Century, even though the automobile and mechanization were beginning to bring about changes which would affect the lives and activities of the inhabitants as time moved forward. Improvement and modernization to make life less burdensome became more and more apparent as the Township moved toward an affluent society.

The Fairview Telephone Company was incorporated as a mutual company in December 1900. At one time there were seventeen different lines coming into the Fairview Central, each with its own organization. In the early days of the telephone much of the line work was done by the local subscribers who kept the line in repair along his own property. Some of the early records indicate the company owned the telephones, but soon required the subscriber to furnish his own telephone and keep it in repair.¹ Later, most telephone companies took over the upkeep of the lines rather than leaving the repair to the individual subscriber. During 1960 Mid-Century Telephone Cooperative purchased the telephone rights of the Fairview Central Telephone Company and twelve other lines of the area. On January 1, 1961, the dial system was inaugurated by Mid-Century. Later, direct dialing and individual party lines were added to give the Fairview Community a modern up to date telephone communication system.

During the early part of 1910 a few local citizens made an effort to bring a spur of the Illinois Central Electric Interurban into Fairview. The interurban road was started by Canton and was mainly owned and controlled by the capital of that City. The interested people in Fairview were told that in return for the purchase of \$40,000 of the first mortgage bonds of the road, the line would be extended into Fairview. The bonds were purchased, and in the fall of 1910 the first car came into Fairview. Originally, the line ran from Canton to St. David, but eventually was extended to reach Farmington and Lewistown.²

The Fairview spur connected with the line at Norris, and generally followed the Norris road into Fairview coming down Carter Street and ending on the west side of the present post office building. There were four cars daily into Fairview, and extra cars were available for special events. The Interurban furnished a good means of transportation and was used extensively in the beginning, but by 1920 the automobile was becoming a popular means of transportation, and by 1924 or 1925 had forced the discontinuance of the railway into Fairview.

On August 24, 1912, a meeting was held in the Fairview Town Hall for the purpose of organizing a farmer's elevator in Fairview. A motion was made that an organization be formed for the purpose of buying and selling of grains, seeds, lumber, and farm supplies, and that an elevator of not less than 20,000 bushel capacity be constructed. In 1913 The Fairview Farmers' Elevator Company was incorporated as a common stock company with capital stock of \$6,050 subscribed by seventy-three farmers of the area.

W.H. White was the first manager and during his tenure of two and one-half years the Company made rapid growth expanding the business to include more services for the farmers. White was followed by Ross Pittman who served as manager until January 6, 1917, when he was succeeded by W.R. Wilcoxon who served until his death in 1942. During the twenty-five years while Wilcoxon was manager, the Company made its largest growth, particularly in the seed and grain business. In the beginning the Company handled IHC farm implements, but after a few years changed to the John Deere Company which they continued to represent until 1972. The Company has had three fires since its beginning. In 1936 the mill burned with an estimated loss of \$20,800; in the 1940's a small fire in the seed house caused an estimated damage of \$8,000; and in 1962 the elevator burned with a loss of \$27,500. While these fires represented losses, the Company not only replaced the facilities destroyed, but replaced them with larger and more improved facilities. In 1917 the total assets were \$8,300 and by 1974 had increased to \$456,000. Also the Elevator capacity has increased from the original capacity of 20,000 bushels to 316,000 bushels, and the Company is handling between 750,000-

800,000 bushels of grain with a total volume of three million dollars in business transactions.

In the past few years there has been a noticeable change in the seed industry when the grass, clover, and small seeds declined to a low of \$60,000 gross volume annually, but by 1974 the seed business had rallied to an annual gross volume of \$100,000. Likewise, the amount of corn and bean sales has increased in volume even though the acreage has decreased due to land being taken out of cultivation as a result of strip mining. Rapid gains in all sales were made during the 1973-1974 fiscal year with a most significant increase in the sale of Lawn and Garden Tractors when over thirty machines were sold.

Other managers of the Company following Wilcoxon were A.E. Bentley, Clarence Worrell, Allen Elliott, Clark Worrell, Kermit Vollmar, Dean Downing, and on November 18, 1974 Don Gordon assumed the management.

Recent increases in business necessitated that improvements be made in the facilities to accommodate the expanding business. Accordingly, the following improvements have been made: (1) the addition of a 100,000 bushel grain storage capacity by the construction of two 50,000 bushel bins; (2) the installation of a 120 foot grain leg which carries grain from the dumping pit into the two 50,000 bushel storage bins; and (3) the building of a single 127,000 bushel storage bin. Soon after this construction one of the two 50,000 bushel bins was toppled by a heavy wind. The bin was replaced immediately. In addition to the above added facilities the Board adopted a policy of storing grain for local farmers and issuing Grain Receipts, if the farmer so desired, in lieu of buying and selling on a daily cash basis. This policy is another step in the Company's effort to continue to provide the farmer of this area with increased and more modern services.

The officers in charge for the fiscal year 1974-1975 are Don Gordon, Manager; Carl Hartstirn, President; Wayne Mahr, Vice-president; Howard Vohland, Secretary; and Gerald McMahon, Treasurer.¹

On July 1, 1915, The Fairview Banking Company received a charter from the State of Illinois and its name was changed to "Fairview State Banking Company". The charter authorized the bank to operate for fifty years,

and to have a capitalization of \$50,000. The first officers were Thomas H. Travers, President; John W. Gaddis, Vice-president and Cashier; Oscar L. Wilson, Assistant Cashier; and Peter H. Schleich, Bookkeeper.

When President Franklin D. Roosevelt declared the national bank moratorium in 1933, The Fairview State Banking Company like all banks throughout the land was closed. In 1934, however, after a waiver of deposits in the sum of \$146,141.10 and a 100% assessment on the shareholders, the bank was reopened. By the year 1946 all the waived deposits were repaid in full, and the bank has continued to grow until at the present time the total assets are ten times greater than they were when the bank reopened in 1934.

The bank has had several frightening experiences in that on two occasions, in 1951 and 1957, the quiet and tranquil operations of the bank were interrupted by armed robbers. In May of 1964 the bank was burglarized. Not only were large amounts of currency stolen, but safety boxes were looted of their contents. It was at this time that many of the bank's depositors demonstrated their faith and confidence in the institution and management by rushing to the bank and offering to it their available cash so business could continue without interruption.

After fifty years of operation under its original charter the State of Illinois in June of 1965 granted a perpetual extension to the bank's charter. Also, at that time the charter was amended to authorize the payment of a 100% capital stock dividend so that at the present time the capital of the bank consists of capital stock in the sum of \$200,000. At the present time the bank has a declared surplus of \$150,000 and undivided profits and reserves in excess of \$100,000. The deposits of the bank exceed \$5,000,000.

The present Board of Directors is Ralph Abbadusky, Harold W. Omer, Reynold Conlon, Carl J. Hartstirn, Ralph Wilcoxon, and Walter J. Sebo. The officers of the bank are Ralph A. Abbadusky, President; Reynold Conlon, Vice-president; Harold W. Omer, Cashier; Barbara E. Sheckler, Assistant Cashier; Judith A. Francis and Diana L. Timmons, Bookkeeper-Tellers; and Cynthia L. Overcash, Bookkeeper.²

The Fairview State Banking Company and its predecessor has served and served well its

community and surrounding area for eighty-nine years. For seventy-nine of those years the business has been transacted in the same building. In 1964 the building was remodelled and new equipment was installed, and the bank and its management is looking forward to many more years of faithful service.

After a long experience with a bucket brigade as a means of fighting a fire, the citizens of Fairview and community demanded a better means of fire control. The Roy Miller Post No. 644 started the ball rolling by heading a drive for funds with a donation of \$100. Churches, lodges, and all other organizations of Fairview and vicinity contributed to the fund, as well as business establishments and private citizens. After assurance that sufficient funds would be forthcoming, a committee was appointed to purchase a fire truck. The committee consisted of Lexico Trunko, from the Legion, and Guy Davis and Harry Rose of the Town Council. On January 20, 1922, the committee purchased a Reo chassis equipped with four forty gallon copper nickel plated tanks, 300 feet of hose, ladders, and other essential accessories at a cost of \$3,775.00.¹

On March 22, 1922, just three days before the truck arrived, a Volunteer Fire Department of twenty members was organized. The officers of the organization were Guy Davis, Marshall; Harry Rose, Sec.-Treas.; Guy Alcott, Assistant Marshall; Charles Stout, Lieutenant; and Leslie Stroman, Captain. By 1923 the truck was paid for with enough money left to install a tower and siren. The Reo truck was replaced in 1936 with a new Ford pumper which was also purchased by donations and solicitations. The Ford truck is still in use as a tanker, and was given to the newly formed Fire District for consideration of \$1.00.

In a Volunteer Fire Department the principal responsibility lies with the marshall. Fairview has been fortunate to have a series of marshalls who made important contributions to the growth and development of the department. Following Guy Davis as marshall were C.S. Voorhees, J.C. McCombs, Harry Shellcrosslee, Floyd Miller, De Lost West, Lowell White, Carl Hartstirn, Jacob Lindstrom, Joe Tiezzi, Ora Keefauver, Evert Hagaman, and Dayle Matthias who is the present marshall.

In 1948 the Fairview Fire Protection Dis-

trict was formed by a referendum vote. The district consists of sixty-two sections including the Villages of Ellisville, Rapatee, and Fairview. The district is governed by a Board of three trustees who act by the authority of the Statutes of the State of Illinois. The Board of Trustees is Ralph Deushane, President; Jacob Lindstrom, Secretary-Treasurer; and Berwyn Phipps. The Fairview Fire Protection District is a class "A" district with three fire stations: Ellisville and Rapatee with one truck and ten firemen each; and Fairview with twenty firemen, two trucks, two tankers, and an emergency van equipped with oxygen and first aid supplies.²

The Fairview Post Office changed from a fourth class to a Presidential Class during the time Mrs. Nellie T. Lindstrom served as postmistress. Mrs. Lindstrom, daughter of former postmaster Jacob Zabriskie, was appointed on August 6, 1913, and served until 1934. Mrs. Lindstrom, accompanied by a driver, often went out on the route and delivered mail. On May 22, 1934, Earl Grimm was appointed postmaster, and the office was moved diagonally across the street to the building next to the Fairview State Bank. On February 28, 1955, Merle Miller was appointed acting postmaster and he received his permanent appointment on April 12, 1956, and served until his death in June 1974. Norma Van Liew was named Officer in Charge, and served until November 23, 1974 when Robert D. Kinzer was appointed postmaster. In 1962 the present building was constructed and dedication ceremonies were held on September 1, 1962.

The rural route was established on September 15, 1903, with John Miller as rural carrier. He was succeeded by William I. Miller who served in that capacity until 1933. He often used two teams of horses in delivering the mail, exchanging one team for the other half-way through his route. In later years, during the summer, he occasionally used a motorcycle for his deliveries. Miller had one patron who always kept her box padlocked. Later carriers were George Tharp, Galen Mitchell, and Max Martin who was carrier from March 20, 1948 to April 16, 1974 when he was transferred to the Maquon route. While Martin was carrier, he carried the original mail bag which had been used since the inauguration of rural service to the Fairview area. In the reorganization of the rural routes in this

area, Ben Sherman, Ellisville carrier, assumed the Fairview route in addition to his original route.

At present the employees of the Fairview Post Office are Robert D. Kinzer, Postmaster; Norma Van Liew and Sally Dunblazier, Clerks; Ben Sherman, Rural Carrier; and Warren Van Liew, Substitute Carrier.¹

After the Fairview Bee ceased publication the next papers to be published in Fairview were the Fairview Eagle and the Fairview Dispatch. Residents seem to remember little or nothing about these two papers. From the advertising files of the J. F. Belue Company, a furniture and undertaking establishment, there is factual evidence that the Fairview Eagle did operate from January 12, 1912, through July 4, 1912. It was a weekly paper edited by Roy Lounes. The above file book belonged to the late William C. Wilson, one of the later owners of the J.F. Belue Company. The late Dale Ray had in his possession a copy of the Fairview Dispatch. The editor was George S. Flint, and the subscription price was \$1.00 per year. From this paper and the records of the J.F. Belue Company it is known that the paper was issued weekly from May 7, 1915 to at least June 17, 1915.

The last paper to be published in Fairview was the Fairview Graphic. Actually the paper was published by the London Times, but was entered through the Fairview Post Office. The Graphic, a weekly paper, was published by W. W. Vose from November 16, 1933, to the time of his death July 3, 1937. At that time his son, Dee Kay Vose, assumed the editorship and continued to publish the Graphic until November 1, 1945, when he sold the paper to Lionel D. Eyman. During WW II Vose and the citizens of Fairview cooperated to send the Graphic to the men and women in the Armed Services. Individuals in Fairview took turns in writing a news letter each week telling the happenings in the community. This news letter was published by Vose as well as letters written home by the ones in Service. Vose reported in one issue of the Graphic that 117 copies of the paper were being mailed that week. Eyman published the Graphic in Avon until some time in 1951 when the paper was discontinued.

Two businesses, which thrived on the skilled craftsmanship of the owners in the earlier days, have succumbed to the mechanized mass

scale production of big business. One business was the John Spiss Metal and Tin Shop which opened in 1856. Later the two sons, Fred and Henry, worked with their father under the firm name of J. Spiss and Sons. Upon his retirement the sons operated the business until Fred bought the interest of his brother and continued the business as the Fred Spiss Store. About 1938 poor health caused him to sell his hardware and stove stock to other merchants in town, but no one continued the tin and metal work. Thus ended a trade which had existed in the same building for some eighty years.

The other business was Cook's Furniture Store established in 1852 which he sold to J. F. Belue in 1894. On September 15, 1915, C. S. Voorhees and H. E. Rose became equal partners with Belue, and operated under the name of J. F. Belue and Company.² They purchased their first motor hearse in the fall of 1918. On January 1, 1926, Mr. William C. Wilson bought out the control of Belue and Rose, and the firm operated under the name of C.S. Voorhees Company.³ On January 1, 1955, the Undertaking and Funeral Home was sold to Ray Root and is now operated as the Root Funeral Home. On October 14, 1967, Wilson had a sale and liquidated the entire stock, thus ending a chain of furniture dealers which extended over a period of 115 years of which seventy-five were spent in the same building. Later the building was used by Francis Mitchell as a Recreation Center, but is vacant at the present time.

There are two stores in operation today which had an early beginning. One of these is the Taylor Building, now occupied by Van Liew's Radio and TV Shop, in which Joseph Taylor established a meat market in 1876. It is not known who occupied the building between 1903 and 1920. There was a restaurant in the building sometime during that period, but the building was vacant when Wheat and Allen purchased it in 1920 to house their meat market which had been located directly across the street. In 1928 Allen sold his interest to Bruce Voorhees. The store was then known as Wheat and Voorhees until 1936 when Wheat became the sole owner under the business name of Wheat's Market. In 1946 Joe Tiezzi became a partner of Wheat. In 1956 Tiezzi bought Wheat's interest, and operated the store as Joe's Mar-

ket until he moved to the Hill Building on March 18, 1974.

The other store, originally known as the Hill Store, started in 1882. Mr. Hill's two sons, Guy and Cecil, assumed control of the store in 1919 and operated as the Hill Brothers. Guy became the sole owner in 1924, and resumed the name of Hill's Store until September 4, 1945 when Donald W. Ekstrand became the owner. Thus, for forty-five years the Hill's Store was widely known in the Fairview area where farmers brought their butter and eggs to trade for groceries and other essentials. Originally, Hill bought salt, flour, and wire in a car load lots, operated his own bakery, and shipped bread by railroad to Ellisville and London Mills. One year when a late freeze killed all the local fruit, Hill bought a car load of pears from the State of Washington, and had to peddle the pears from house to house all over Fulton County to get rid of them. Every fall he ordered several car loads of potatoes, stored them in the basement and then spent many days in the spring taking off the sprouts. So the modern cold storage and frequent deliveries have saved the merchant much work and trouble. Donald Ekstrand worked for the Hill's several years as a young man, and from experience learned not to buy potatoes and pears by the car load lot. After Ekstrand acquired the store he continued the grocery business along with paints, hardware, and general supplies until May 1971 when ill health forced him to retire. On August 31, 1971 the store was sold to Warren Simons who operated it until August 31, 1973 when he sold the building and contents at public auction. The Fairview State Bank purchased the building, later selling it to Joe Tiezzi. After remodelling the building, Tiezzi moved in on March 18, 1974 and held Open House May 3-4, 1974 as Joe's Market.

After the completion of the Fairview School in 1900 enrollment increased yearly and in 1917 it became necessary to build a large one room addition on the north to meet the increased demands. The high school continued to grow, and in 1920 Mr. William C. Wilson, Principal, and Board Members A.C. Wilson, C.S. Voorhees, and J.C. McCombs deemed it advisable to organize a community high school district. During the summer and fall of 1920 the Fairview Community High

School District No. 214 was formed, a bond issue of \$100,000 was voted, and the following men were elected to the Board of Education: Charles Otto, Jerome Lawson, Guy Alcott, Dr. W. L. Crouch, and Marion Hart. The Board purchased 12.8 acres of land from William Polhemus, and in the fall of 1921 actual construction was begun with Aldrich and Aldrich of Galesburg as architects. In September 1922, the building was in use, and the first graduating class of F.C.H.S. was Ruth Stout, Leonard Hageman, Louise Wilcoxon, Hazel Suydam, Mildred Seble, Ernest Goodin, George Vollmar, Sylvester Cluts, Burton White, and Hollie Langfried. William C. Wilson was the Principal.¹ In 1932 the district began to furnish transportation. The first bus driver was Reynold Conlon of Rapatee who retired in May 1974 after completing forty-two consecutive years as a bus driver. Conlon noted that the pupils today are basically the same as when he started as a bus driver; also, the roads are much improved and the busses are much more comfortable and easier to drive. He stated times have changed during his forty-two years of service, which he substantiated by producing one of his early contracts as a bus driver. The contract reads as follows:

"Party of the first part agrees to furnish a school bus with capacity not less than will comfortably accomodate 24 high school pupils, beginning September 4, 1933, to start the transportation of the school students to the Fairview Community High School. Route of transportation - Rapatee south to State Road 97, west and east from this point along State Road 97, to accomodate all of the students that have registered to attend the school from north side of School District 214, and those attending said school from non-high school territory in Knox County. To deliver the students each morning in time to be present when school is called to order at 9:00 a.m., and return the pupils to their homes, as near as possible, along said route at the close of the school day about 4 p.m. of each school day, and to continue the service from the day above written til the close of the school year oi 9 mos. or 180 days.

For the above mentioned services the party of the second part agrees to pay to the party of the first part one hundred thirty-six dollars and eleven cents (\$136.11) at the end of

each school month.

It is further agreed that in the event that the road leading north from Fairview, known as State Road (1) is gravelled, then after completion of the said gravelled road, party of the first part agrees to furnish transportation for one hundred dollars per month for the remaining months of the school year from the completion of said gravelled road.

EMERGENCY RIDER

To be attached to and form part of all contracts of teachers employed to teach in the Community High School District 214 for the school year beginning September 4, 1933.

The same to apply to the person contracting for the transportation of students to attend the said school by bus. If there should be a shortage of school funds for Educational purposes, due to non-payment of taxes levied for that purpose, the Board of Education reserves the right to close school at any time without obligation to pay salary for the unexpired part of the school year. If the shortage should not be more than one month's payroll, rather than close the school, the bus contractor agrees to furnish transportation one month without pay, the same applies to all teachers."

The above contract was signed by all parties concerned. Yes, times have changed, but remember those were days of the great depression when people were glad to have a job at any price.

In 1948 when the county schools underwent reorganization and consolidation all the schools in Fairview Township became a part of the Spoon River Valley Schools, Community Unit District No. 4. The new board composed of Charles Weber, Wendell Owens, Harold Omer, Ralph Deushane, Floyd Blout, Ray Simkins, and Cecil Melton together with the administrator, L.B. Delabar, organized the district on a 6-3-3 plan. Before school began in September part of the district withdrew and Simkins and Melton were replaced by Weldon McWilliams and Dale Hatch. In Fairview Township the Community High School became Valley Senior High School with H.E. Wood as Principal, and the Fairview Grade School was retained as a grade school with Gladys Spiss as Principal.

Valley Senior High School became increasingly crowded, and the need for a new building to house the high school became appar-

ent. Beginning in 1953 and extending to 1971, six different elections were held asking for a new building and all were defeated mostly because of site locations. In early 1972 the Board of Education, Robert Pumfrey, Michael Schulthes, Waldo Ray, Jr., Clarence Barker, Wayne Mahr, Alfred Morey, and Daryl Johnson together with Administrator Ercil Little, in cooperation with a citizen's site committee, selected a site at the intersection of State Routes 97 and 116. After the site was agreed upon Phillips, Swager, and Associates of Peoria were engaged as architects.

Due to excessive costs of bringing all buildings up to standards required by the Illinois Fire Safety Code, it seemed more feasible to provide housing on the selected site for grades K-12. Accordingly, a referendum was called on March 11, 1972, for a \$1,595,000 bond issue for grades 7-12, and a \$645,000 bond issue for grades K-6. As a result the issue for a building for grades 7-12 passed, while the issue for grades K-6 failed by a narrow majority. The Board and Administrator recognizing the large support for a complete housing of all grades on the site, a second election was held on May 20, 1972, for the K-6 building which passed by a substantial majority.

On September 17, 1972, ground breaking ceremonies were held, and construction was initiated immediately. The buildings were made available for occupancy on September 10, 1973. The two buildings occupy 94,360 sq. ft. on a forty acre site. Construction cost was approximately \$20.86 per sq. ft.

On December 9, 1973, Dedication Ceremonies were held in the new buildings with an administrative staff composed of Ercil Little, Superintendent; John C. Dennis, High School Principal; Kenneth Williamson, Elementary Principal; and Ruth Swearingen, Curriculum and Guidance Coordinator. Thus, after struggling for twenty-five years under crowded conditions the Spoon River Valley School District No. 4 has a completely modern facility for the use of the boys and girls of the district.

In 1942 a tornado passed through the Township and the Rosedale and Maple Grove Schools were demolished. The Maple Grove School was rebuilt, but the Rosedale pupils were transported to the Fairview Grade School. Schleich, Sunbeam, and Smith, in add-

ition to Rosedale, were closed prior to 1948 and the pupils were transported to Fairview. After consolidation in 1948 the pupils of Pisgah and Pleasant Hill were transported to London Mills Grade School and Oak Grove pupils were brought to Fairview, thereby ending the one room school in Fairview Township most of which had existed over one hundred years.¹

The churches were affected by the age of mechanization as well as business. Following the original construction of the Methodist Church Building in 1898, the building has undergone the usual renovation and modernization processes in order to meet the ever increasing demands of the Church. The building has been redecorated and the basement rooms have been remodelled to provide adequate and efficient facilities for Sunday School Classes and meeting rooms for church related activities. Around 1970 the Church was affiliated with the West Side Parish, an organization of eight Methodist Churches for administrative purposes and spiritual guidance. The Church is served by Rev. Eugene Karrick and Rev. Herbert Tompson, and occasionally by lay leaders.

Through the years the interior of the Reformed Church has undergone alterations in keeping abreast of changing trends and the desires of the congregation. The pews were removed and replaced with conventional seating; modern heating and lighting facilities were installed; and an end addition made to house a new pipe organ, the gift of William Polhemus as the Garrett V. Polhemus Family Memorial.² However, the beautiful but simple walnut panel work of one Stephen V. Robinson, lends great dignity to the church today as the Twentieth Century church-goers may enjoy it as they view the north, south, and east gallery fronts. The exterior of the building has undergone very little change in appearance since the early 1900's. It is a familiar landmark in Fairview, and remains as one of the older buildings of note in Fulton County.

In addition to the Rev. A. D. Wilson, who answered the call to become the first pastor of the newly organized church in 1838, and served until his retirement in 1857, there have been fifteen other ordained ministers who have served in the pastorate of the church. Probably the best remembered of these pas-

tors to the present generation are the late Rev. J.P. Winter and Rev. Bartel Bylsma. Rev. Winter was pastor from 1911 to 1927. He continued to live in Fairview after retirement, and very often substituted for the incumbent pastor when necessary. In 1954 he wrote "A Brief History of Fairview". Rev. Bylsma, who served the church from 1950 to 1966, is remembered for his fine work with the young people, and for the many improvements in the facilities of all the church properties. The present pastor is Rev. Willis Vander Kooi who came to Fairview in 1967, and has continued the good work of his predecessors.

The first settlers who came to Fairview in the early and middle 1830's came here to establish a home, a town, and a community in which they could carry out their chosen trade or profession. They started small factories, cleared land for farming, established churches and schools for the training of their children, and set aside burial plots for their loved ones. As the settlers were widely scattered the need for a burial plot was usually a family project, although in some instances three or four families might join together in securing and maintaining a burial site. In the Township there have been at least eight burial sites, varying in size from small to large. As the Township became more densely settled, and more roads were established the people began to rely on better situated cemeteries as opposed to isolated burial plots which were often one-half mile or more from a road.

The origin of these cemeteries is very hard to trace due to the customs of the times. A title to a piece of land was kept by the owner, and not always recorded until the land was sold. As the cemetery ground was not sold a deed was seldom recorded. In many cases a small parcel of land was given for a burial site by the land owner, and his descendants honored the gift for a man's word was as good as a deed in those days. In other cases the cemetery was started as a private resting place in an orchard, or some other beautiful spot, and as time passed it was enlarged upon by relatives and neighbors.

Of the eight burial plots known to have existed in Fairview Township only five are to be seen today, four of which are being used as burial grounds at the present time, namely: Foster, Lyons, Coal Creek Lutheran, and

Fairview. Markley Cemetery has not had a burial since 1927.

There is a small private cemetery located on a hillside within a hundred yards or so, south of the Knox County line. There were stones placed there more than a hundred thirty years ago. All of the names are still legible:

David Cope, born in 1765, died Dec. 16, 1845, age 79 yrs.

Joseph Cope, born in 1771, died June 15, 1845, age 73 yrs.

Elizabeth Cope, born in 1790, died Sept. 18, 1850, age 60 yrs.

Joseph Cope, born in 1828, died Mar. 27, 1849, age 20 yrs.

Mariah Vaughn, born in 1819, died July 25, 1846, age 27 yrs.

The stones have been removed from the grave site, and are piled along the fence. There are other private cemeteries within Fairview Township with dates from in the early 1830's to about 1870. Most of these cemeteries, when no longer used as a burial site, suffered the fate of growing up in weeds, fences falling apart, and generally becoming unknown to most people.

The Markley Cemetery is located in the south center of the NW 1/4 of Section 31. There is no available evidence as to the origin of this cemetery. The oldest dated stone found here is:

Eliza, dau. of John & Eliza Markley, died Dec. 1, 1838, age 6 yrs. There are quite a few stones dated in the period from 1830 through 1850. There are only three stones dated in the Twentieth Century, which are 1905, 1915, and 1927 - the last date being for J.E.G. Hibbard. There are twenty-one headstones in the cemetery with thirty-one known burials.

Foster Cemetery is located in the SE corner of the SW 1/4 of Section 26. There are no authentic written records available as to the founding of this cemetery, nor do any of the older citizens of the community have any knowledge or recollection of its origin. It would be logical to assume that the Foster Family started the cemetery as Johnathon Smith, who came to Section 26 in 1836, was married to a Foster whose parents are buried here. The oldest dated stone here is that of-

Rev. Lewis Foster, 1760-1832, and wife, Ann, 1762-1839.

It is reported by the descendants of the Fosters that they were buried in a plot north of Middlegrove and later their bodies were removed to the Foster Cemetery. It is an accepted fact that this is one of the oldest cemeteries in Fairview Township as burials were made here before Fairview had a cemetery which was started in 1839.¹ The Foster Cemetery is still very much in use today, as it contains two hundred seventeen marked graves with about three hundred burials.²

Lyons Cemetery is located in the NW corner of the SE 1/4 of Section 8. The origin of Lyons Cemetery like so many others has dimmed through the passing years. The only records found as to its origin began in 1907 and are as follows:

Wm. H. Daily to Lyons Cemetery Ass'n by deed dated July 5, 1907.

Trustees Lyon Cemetery Ass'n to Lyons Cemetery by deed dated July 19, 1907.

Harvey A. Craig & wf (4/5 acre) to Lyons Cemetery by deed dated Jan. 23, 1939.³

The oldest dated stones found are:

Jane S., wife of A.A. Shreves, died Sept. 23, 1837, age 27 yrs.

Margaret, dau. of L. & F. Shreves, died Aug. 20, 1838, age 1 yr.

There are two stones in 1839 with quite a few in 1840.⁴ A Jared Lyon was buried here in 1851, also his wife and son.⁵ While there is no known record as to the naming of this cemetery, it could be assumed the cemetery was named for the Lyons family.

This cemetery was hit by a tornado on May 14, 1961, and the northeast, or oldest portion, was the hardest hit as it received the brunt of the wind and debris. The old limestone slabs were broken off at ground level, and sometimes smashed into four or five pieces. These broken pieces are piled together in two different places. These stones dated from 1837 to 1860 with most of them being children's stones as a child's stone is usually smaller and will not withstand as much impact. There were sixty-three readable stones in this group with about seventy-five or eighty broken by the storm. There are five hundred marked graves with about seven hundred fifty burials in this cemetery.⁶

The Coal Creek Lutheran Cemetery is located in the NW corner of the NW 1/4 of Section 19 on land which was owned by Samuel Gourley. The Evangelical Lutheran Church

and Cemetery, as it was first named, is the latest of the eight original plots in Fairview Township. The first known records of the origin of this cemetery are as follows:

Samuel Gourley & wf to Trustees of Evangelical Lutheran Church by deed Sept. 22, 1868.

Geo. Burnett & wf to Trustees Lutheran Church (1.61 acres) by deed Oct. 29, 1888.

Joseph T. Gourley & wife to Coal Creek Lutheran Cemetery Association by deed April 30, 1915.¹

The oldest dated stone is -

Mary Williams (Dau of) G. C. & Elizabeth Williams, 1851-1858.²

In 1850 the Church was organized and met in a schoolhouse until 1866 when Samuel Gourley gave the ground for the Church and Cemetery. The Swygert family gave \$600 of the \$2,000 needed for the Building.³ There were quite a number of burials prior to 1866 and one could assume there was a burial plot there as early as 1858. There are two hundred twenty marked graves with approximately three hundred forty burials. Today, the cemetery is almost filled with graves, and on the average there is about one burial a year there.

The Fairview Cemetery was started and sponsored by the Dutch Reformed Church. There are more records available as to its origin. From the records of the Church the first ground was a gift from Daniel G. Polhemus. The additions to the plot are as follows: first, William T. Vandermeer; second, Daniel G. Polhemus; third, Peter Ten Eyck; and fourth, Julia Powelson.⁴

These records do not completely correspond with the records of deeds at Lewistown, which are as follows:

Daniel Polhemus & wife to Reform Church, by deed, 1846.

Daniel Polhemus & wife to Reform Church, by deed, 1862.

G.D. Polhemus & wife to Reform Church, by deed, 1878.

Abram Powelson & wife to Reform Church, by deed, 1890.⁵

Due to the failure of people to file deeds, or to file late, and to the possible deeding of other land to the church rather than to the cemetery could account for the differences.

This cemetery was started in the fall of 1839 by the burial of a sixteen year old boy, the son of William Wyckoff. His stone reads

as follows:

John Bainbridge, son of William B. & Elizabeth Wyckoff, died Nov. 16, 1839, age 16 yrs.

A sister, Anna Margaret, died Dec. 16, 1839, age 5 yrs. On these two stones and down to 1842 the name Wyckoff as inscribed on the stones was spelled "Wikoff". Whether this may have been an error on the part of the engraver of the stone, or later the family changed the spelling of the name is not known. Following the first burials in the new cemetery, two burials in the Foster Cemetery were exhumed and reburied in the Church Cemetery. Their stones read as follows:

Sarah E. (Dau. of) Peter and Catherine Pumyea, Nov. 22, 1832-Sept. 18, 1838.

Sarah Leah (Dau. of) Rev. A.D. & J. Wilson, Sept. 25, 1839, age 10 mos. 10 days.⁶

There are several other stones that carry dates prior to the Nov. 16, 1839 burial which would indicate other reburials.

In 1970 Eugene Suydam made a very intensive survey of the cemeteries in Fairview and surrounding Townships for the Fulton County Historical Society. From this survey he has made some observations of historical value concerning the origin and development of the cemeteries in this vicinity which are as follows:

1. There were many burials prior to those for which stones could be found, as many early graves were marked by a field stone of sandstone, lime rock, or glacial rock.
2. Some of these field stones may have carried an inscription of a kind, but due to erosion they are no longer legible or even visible.
3. Some stones carry old dates which when traced down indicate they were of children who died in their native State, or died before reaching this destination, and their names were placed on the family stone as opposed to an individual stone.
4. As river transportation increased in the early 1840's the settlers began to get shaped and lettered stones from the East. These were usually of soft marble which were much easier to shape and letter, but there was a tendency of the soft marble to revert to limestone and the legibility of the lettering soon dimmed.
5. Many children died under the age of six months, and it seemed that if the child

was born between July 1st and December 31st he had a two to one chance of surviving than if born between January 1st and July 1st.

As a generation or two passed from the establishment of a cemetery the maintenance of all cemeteries, both private and church supported, became increasingly difficult to achieve for various reasons. As an example, The Fairview Bee of May 20, 1909, carried this notice: "The work for the care of the Cemetery at Fairview has been commenced for the year, and we take means of notifying all that assessments on lots are now due. We will appreciate if all will hand in the amount or send it to the committee, as we need the money to carry on the work. O. L. Wilson and H.W. Spiss, Committee"

In 1960 the voters of Fairview Township approved the creation of the Fairview Township Cemeteries. This organization was to be governed by a Board of Trustees who would have the power to levy a tax for maintenance and upkeep of the cemeteries in the Township; to adopt rules and regulations pertaining to the cemeteries; and to employ a caretaker and supervise his activities. The Board of Trustees, consisting of three members, was elected by the people. The first Board of Trustees was George Vollmar, Marnell Conlon, and Gordon Stout.¹

The cemeteries included under the new plan were Coal Creek Lutheran, Fairview, and Lyons. Foster Cemetery did not qualify for this program as the heirs of Johnathon Smith had given eighty acres of land to the cemetery with the stipulation that the income from the land would be used for the maintenance of the cemetery. The law providing for the establishment of the cemetery association would require Foster Cemetery to give up this land in order to receive tax monies. The committee in charge decided to continue under their original arrangement. The present Board of Trustees of the Fairview Township Cemeteries is Gordon Stout, President; Richard Knickerbocker, Secretary; and Eugene Suydam. Treasurer is Cynthia Knickerbocker. The caretaker is Harry Vollmar.² According to a recent law enacted by the Illinois Legislature future Trustees are to be appointed by the Township Auditors, rather than being elected by the people.

The Fairview American Legion Post No.

644 was organized August 1, 1920, by Harry Shellcrosslee at which time twenty-four names were inscribed on the roll as charter members. At the first meeting in the Town Hall the official name of Roy Miller Post No. 644 was selected. Roy Miller, son of Mr. and Mrs. John Miller, served in the Medical Corps in France and passed away May 5, 1919, in a base hospital in France as a result of meningitis. The Post met in various places until September 11, 1947, when the Smith School Building was purchased and moved to town for permanent quarters. The Post has been active in civic affairs, heading drives for a fire engine and securing of a physician for the Fairview community. They have purchased a burial plot in the Fairview Cemetery in which deserving veterans may be buried. The Post maintained for a long time a Memorial Plaque in the Village Park honoring the men of the Armed Services of all wars. This plaque was established by popular subscription, and following World War II the Post maintained the Plaque until recently when it was dismantled because it was beyond repair. At the time the Plaque was dismantled there were a total of 562 names inscribed thereon with the number for each war as follows: Revolutionary, 3; War of 1812, 4; Black Hawk, 2; Civil War, 110; Spanish American, 2; WW I, 81; WW II, 314; Korea, 16; and Vietnam, 30. In early May 1974, the Post erected a new Memorial to honor veterans of all wars. A plaque reading "In Memory of Those Who Served" flanked by two flags and the American Eagle was installed on the wall of the Original Memorial.

The Post has supported the usual Legion activities as well as organizing and supporting the Fairview Homecoming and Junior Livestock Show which is now in its twenty-first year. The Fairview Homecoming and Livestock Show is an annual event held the Thursday, Friday and Saturday following the fourth of July. The Homecoming started in 1954 when the Fairview Homecoming Association was organized under the sponsorship of the Post. The Association, incorporated under the Legion, is a community affair with everyone being asked to take part in the various activities which make up a homecoming. In addition to the Carnival concessions a kiddie parade, tractor pull, horse show, food exhibits, contests, and local and

professional entertainment adds zest and variety to the event. A Junior Livestock Show is one of the featured events in which members of 4-H Clubs, F.F.A. or any boy or girl who is interested in livestock may enter and compete for honors and prizes. Dinners and refreshments are served throughout the three day affair by the Legion Auxiliary. The present commander of the Roy Miller Post No. 644 is John D. Downing, and there are one hundred thirty members on the roll.¹

The Fairview American Legion Auxiliary of the Roy Miller Post No. 644 was reorganized in November 1948 with thirty members signing the charter of which sixteen are active members at the present time. The Unit meets monthly in the Legion Home. Among the various community and civic projects of the Auxiliary are maintaining a supply of hospital equipment for loan to anyone needing it; caring for children of deceased veterans of the community; and assisting in the sponsorship of the Fairview Homecoming and Junior Livestock Show. Much effort and work is devoted to the furnishing of supplies to Veteran's Hospitals. At Christmas time a five dollar check is sent to any local boy in the Armed Services. The present officers are Pat Reid, President; Joanne Evans, First Vice-president; Rosalee Soper, Second Vice-president; Mary Ludwig, Secretary; and Marcella Roberts, Treasurer.²

The Fairview Woman's Club, dedicated to service, education, and culture, was organized in the spring of 1938, and held its first meeting September 6, 1938, at the music room of the Fairview Grade School. Mrs. B.H. Taylor, President of the Fifteenth District Illinois Federation of Women's Clubs, was instrumental in founding the chapter and was, subsequently, named an honorary member of the Club. The first president, Mrs. Frank Weaver, also achieved a singular honor: perfect attendance of all club meetings during the first thirteen years. Thirty-nine ladies claim charter membership in the Club which is affiliated with County, District, and State Woman's Club Federation. For many years the Fairview Woman's Club sponsored a Flower and Hobby Show. Community projects include a Memorial planting at the entrance to the Cemetery in honor of Service men, a community Christmas tree, street decorations, and welcoming highway billboards. The Club

marshalled its effort in support of the Wars, assisted in the organizing of the Boy Scouts, and annually send students to Art and Music Camps. As many as 106 members attended meetings which were held bi-weekly until 1954. Monthly meetings are now held in the Reformed Church Chapel. The officers are Mrs. John Martin, President; Mrs. Ercil Little, Vice-president; Mrs. Clark Worrell, Secretary; and Mrs. Raymond Root, Treasurer.³

The Lodges were also affected by the era of modernization. The interior of the Masonic Building has been completely modernized and redecorated to make it a most pleasant and efficient meeting place. On October 28, 1960, The Fairview Lodge, No. 350, A.F. and A.M., celebrated its Centennial Anniversary with a dinner and open house. The present officers are David Derry, W.M.; Raymond Roselle, S.W.; Robert Siedel, J.W.; John Schleich, Secretary; and Robert Hartstirn, Treasurer.⁴

The Fairview Chapter of the Order of the Eastern Star carried on the usual activities, exchanging visitations with other Chapters, especially with Canton and Farmington where the Electric Interurban was used as a means of transportation. On May 1, 1917, the Chapter organized a society to assist the soldier boys as there was no Red Cross or Y.M.C.A. in town. This activity was renewed during World War II. The custom of presenting fifty gold chrysanthemums to any member who celebrates his/her golden wedding anniversary has been followed for a number of years. On October 23, 1962, the Chapter observed its seventy-fifth anniversary at which time Hazel Simons was honored as a fifty-two year member. She is now a sixty-five year member, and has been a member of the Fairview Chapter since 1927. Other fifty year members are: Nina Abbott, Florence Alpaugh, Donald Ekstrand, Charsie Elliott, Lucy Greenwell, Louise Jones, Lucille Mengel, Alabell Overton, Leila Pugh, Esther Ray, and Hazel Shellcrosslee. The present officers are Mary Anne Schisler, W.M.; Danny Schisler, W.P.; Leota Aden, A.M.; Orville Aden, A.P.; Georgia Schleich, Secretary; and Maxine Hartstirn, Treasurer.⁵

In October 1942 the I.O.O.F. decided to disband, and they deeded their building to the Rebekahs. Since this time the Rebekahs have improved the facilities and they, often,

share the use of the building with other civic groups of the community. The present officers are Leonard Cluts, N.G.; Evandne Elliott, V.G.; Mary Cluts, Secretary; and Ruth Markley, Treasurer!

Mechanization brought many changes to the agriculture industry. Horses were replaced by tractors, wagons by trucks, reapers by combines, windmills by power-driven pumps, two row planters by four or more row planters, and many other changes too numerous to mention. With these mechanical improvements farmers were able to accomplish many times as much work as before. Larger farms could be operated with less man-power. Consequently, this was one contributing factor which caused many young people to forego farming, and to go to the city to become factory employees. With the advent of the automobile and all-weather roads, the factory worker did not have to move to the city, but could commute as far as thirty or forty miles to work. Another factor which has contributed to the decrease of the number of farmers in Fairview Township has been the coal mining industry. Through the mining activities much farming land has been taken out of cultivation which has reduced the number of productive farms. Also, mining has furnished many jobs which are appealing to many young men as it assures them of a fixed income, and avoids the large capital outlay necessary for farming today. One other factor which brought many changes to farm life, for the better, was rural electrification. Not only did electricity furnish the power to operate many farm devices, but it also provided the energy for many household appliances which alleviated the drudgery the pioneer mother knew so well.

Although there is less acreage in cultivation today, nonetheless, the total production of grains is larger than before due to the use of fertilizers, new varieties of grains, and improved farming procedures. Our food production has never been greater. The mining industry has restored some of the mined land into grazing areas which may indicate a future activity for Fairview Township, and, today, more and more of the mined land is being restored to crop production. Whatever one may think about the changes in agriculture and mining, one must admit they have both contributed to the affluent society in which we now live.

Thus far, only the older business houses extending back into the Nineteenth Century have been developed in detail. In the Twentieth Century there have been, and still are, businesses which have contributed to the social and economic well-being of Fairview Township. The story of these enterprises should be recorded for future historians while the facts are still known to the citizens of the community.

A west suburban area of Fairview, of the early part of this Century, which is of historic interest was the settlement known as White City.

White City was so called from the white houses which were built by an early coal mine operator for the benefit of his workers. After Samuel Parr opened his coal mine on January 8, 1900, at what was later called Parrville, there were other mines opened in the general vicinity. An unknown operator built several homes and a boarding house for his workers in the vicinity adjacent to Parrville. Later the houses and boarding house were moved to the west edge of Fairview and the area became known as White City. It seems reasonable to assume that these houses were built between 1900 and 1915. One mine being, particularly, remembered by Fairview residents was the Schuler and Long mine which operated from 1919 to either 1925 or 1926. Mr. Long stated these houses were in Fairview when they opened their mine in 1919. The miners had a baseball team which was still playing in the early 20's. After the mines closed the houses were sold and several of them were moved east on Carter Street. The following map is a consensus of opinion of several Fairview residents who lived here in the 1920's. There was a difference of opinion as to how many houses were there, but most agreed within the range of 10-15.

One of the present businesses in Fairview which has had an economic impact on Fairview and surrounding community for forty-five years is the Spoon River Hatchery. This enterprise really had its beginning about 1926 in the home of Julius Mahr who lived on State Route 9 near Bushnell. At this time Mahr was hatching chickens in his basement for himself. Soon some of his neighbors began asking him to hatch chickens for them. Mahr recognized the opportunity in the hatchery business, and in the spring of 1929 he and his son, Merrill, began operations in Fairview

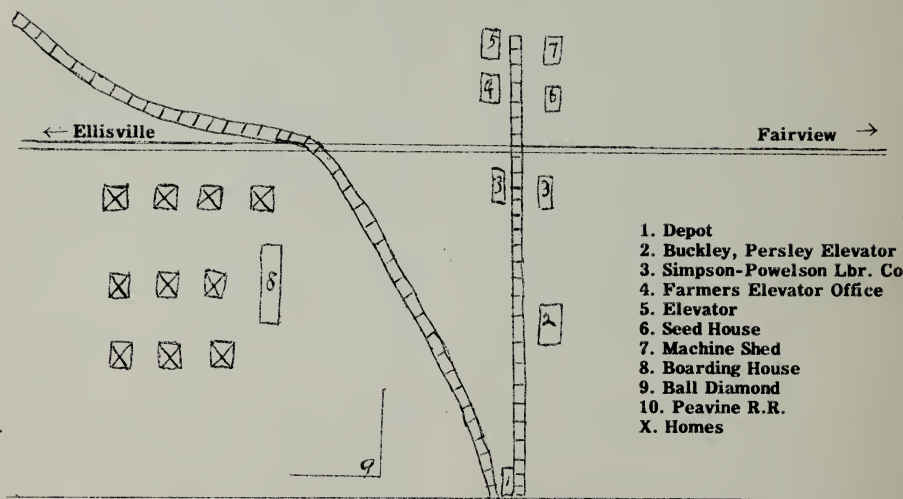
under the name of The Spoon River Hatchery.

About 1932 they began hatching turkeys in addition to their chicken production. In 1936 larger incubators were purchased. The new incubators could hatch 120,000 eggs every three weeks which included fourteen different breeds. In addition about 4,000 turkeys were hatched at the same time. Through repeating the process 40,000 turkeys and 400,000 chickens were hatched during a season.

In 1941 another son, Donald, joined his father and brother in the enterprise. After the death of Julius Mahr in 1955, Merrill and Don became sole owners.

During the depression when money was rather scarce, the Hatchery inaugurated a plan

whereby a person could secure baby chicks to raise. A contract was issued to a person giving him 100, 200 or 300 two week old baby chicks to feed and raise. Six months from date of contract the individual would deliver to the Hatchery 88 pounds of live-weight cockerels for each 100 chicks received. In lieu of the cockerels the purchaser could deliver pullets at the market price to redeem his contract. If the purchaser had some misfortune with his chicks, or if he preferred, he would pay the Hatchery the sum of \$19.00 to fulfill his contract. Most usually, people would take 100 chicks, but some would take 200, or even 300 and the Hatchery had as many as 50,000 chicks out on contract during



WHITE CITY AND ENVIRONS

a season. This practice was so popular during the depression, and afterwards, that the operation was continued to as late as 1952.

During World War II the Hatchery added a line of food and supplements for chickens and turkeys, which has been expanded to include all feeds and supplements needed by the modern day farmer.

About 1965 the hatching of turkeys was discontinued due to high cost of production and poor markets. A few years later the hatching of chickens was discontinued, but, today, four different breeds of chickens are purchased from other hatcheries and distributed as requested by their customers.

During the years of peak production the Hatchery found time to enter chickens and turkeys at various County Fairs and the Illinois State Fair winning many blue ribbons. Also, the Hatchery helped many 4-H and FFA boys in choosing, rearing, and showing their poultry projects at various fairs. Merrill also found time to judge poultry entries at the Fulton County Fair and other local contests.

Like all business enterprises the Spoon River Hatchery has found it necessary to make changes to keep pace with the demands of a changing society. But on any given day you can see many cars and trucks parked in front of their place of business, which tells you that the Spoon River Hatchery is still serving its customers as it has done so well over the past forty-five years.

On January 1, 1912, John Stroman and Theodore Miller purchased the implement business of Pfeiffer and Gilmore who were operating in the old Methodist Church Building. About January 1, 1915 Miller sold his interest in the business to Charles Fisher. Upon reorganization Stroman and Fisher began adding some Ford parts and products to the business, and by 1918 assumed the Ford Agency for this area. At the same time they closed out the implement business and devoted full time to the Ford Agency and general repair and maintenance of cars.

In 1919 Stroman bought Fisher's interest and operated under the name of J.H. Stroman. As the business prospered, Stroman made two additions to his building, first adding the east wing and later the concrete block addition to the west. In 1922 Wilbur Locke started working for Stroman, and in 1924 he became a full partner in the business which operated under the firm name of the

Fairview Motor Company.

In 1927 Stroman sold his interest to Russell Savill and until 1929 operated under the firm name of Locke and Savill. In 1929 Locke became the sole owner and operated as the W.R. Locke Company until 1946 when he sold the business to E.J. Utsinger and Vick Surroz. In 1954 Utsinger sold the building to Lozier and Fengel who handled Oliver farm implements.

Locke started selling Model T's going with the Ford productions to the Model A, B-4, and V-8. Locke noted the Model T's were very popular at the time, but that people welcomed the Model A's and V-8's as roads improved and the public desire for greater mobility increased. During WW II new sales were practically nil, but the necessity of keeping the old cars repaired and in working condition was a full time job.

The Fairview Service Station had its origin back in 1934 when Fred Masocco purchased the old Ike Van Ness blacksmith shop from the estate of Van Ness. During the earlier days when Van Ness operated the blacksmith shop, horse shoeing was his specialty. Later as the automobile and tractor began to replace the horse, he installed a gasoline pump on the north side of the building and began making repairs on cars.

After the hard road (Route 97) was built, Masocco moved the gas pumps to the east side of the building facing Route 97. He altered the blacksmith shop to provide usable working space for the repairing of automobiles and other mechanical work. Masocco continued from time to time to alter and improve his working and service facilities, which included the first calculating pump for gasoline in Fairview, and by the time of the outbreak of World War II he had built up a thriving and prosperous business. Masocco spent four years working for the Armed Services as an airplane mechanic during which time the business was operated with hired help.

On his return from World War II he entered into partnership with Wilbur Schleich, and in 1949 the Fairview Service Station became an authorized Chevrolet Agency.

On March 30, 1959, the building and most of its contents were destroyed by fire. Following the fire the Fairview Service Station was incorporated, and a new modern building was erected.

In May 1967, Masocco sold his interest in the business to Schleich who continued to operate under the same name until July 1, 1973, when he sold the station to Gary Scott, who is continuing the business as the Fairview Service Station.

In 1933 Laurence Archdale started his trucking business with a straight truck hauling livestock to Chicago, Peoria, and St. Louis, and except for one year, when he was recovering from an accident, has been on the road with his trucks since that time. He purchased his first semi-trailer truck in 1943, and in 1946 he added a second semi making three trucks in operation. Since 1956 he has kept two semis in operation, and in that year his wife, Della, became a regular semi driver and is still serving as a regular driver.

During the 50's and 60's the principal runs were to Chicago and St. Louis, often making as many as five trips per week to one place or the other, and often using both semis on the same trip. An average load of livestock was about 25 cattle, 75-80 hogs, or 200 sheep. The livestock is picked up within a radius of fifty miles of Fairview. In the earlier days it required about six hours to make a run into Chicago, but later the trip could be made in 4 1/2 - 5 hours due to interstate roads and a better access to the stockyards. The trip to St. Louis was usually an hour less than the trip to Chicago. Around 1970 the Chicago Stockyards were closed, and at the present time livestock is hauled to Peoria and Joliet. During the war years when Archdale went to Chicago he was required to bring a load of something on his return trip, or secure a permit issued through the government, to return empty. A brokerage firm would assist him in getting return loads, such as iron and steel to Peoria and IHC at Canton, and roofing material and lumber to various lumber yards in the vicinity. Their biggest problem during the war was to secure tires. It was easier to secure gas during the war, than it was in 1973 and early 1974.

The Archdales, Laurence and Della, mentioned some of the changes occurring in the trucking industry during the past thirty-five years: (1) there used to be twenty loads of cattle a week to one at the present time. Now they haul corn and beans to Peoria, Pekin, or Havana when not needed for livestock hauling; (2) truck licenses formerly cost \$350 per

truck, now cost \$1194 for the same weight category; (3) in the earlier days he could buy a tractor rig for \$1200, where now the same tractor would cost around \$12,000; and (4) a Federal Use Tax for trucks of certain capacity, I.C.C. decals, higher insurance rates, inspection, etc., have added to the hidden costs of the truckers.

In spite of the increasing costs to the trucker, driving under adverse weather conditions, and being away from home much of the time, Laurence and Della Archdale have many pleasant memories and friendships during their thirty-five years of service to West Central Illinois farmers, and they expect to continue this service many more years.

The Hartstirn Bros. Trucking and Custom Work began in 1946 when Carl returned from Service in the Navy. He and his brother, Robert, began doing custom work for the farmers in the Fairview area. The custom work included baling, corn picking, plowing, and combining of beans and clover. At one time they spent thirty-six consecutive days baling hay and straw. Some years they pick up to 3,000 acres of corn.

As the custom work was somewhat seasonal, they added trucking to their enterprise. In the beginning of the trucking business they each had a pick-up truck, then added a one ton truck, and eventually two 2 ton trucks. One phase of the trucking industry was the taking of livestock to the Peoria market, sometimes making two trips a day. On the return trip they would bring back a load of feed to the Spoon River Hatchery until the feed warehouse was moved to Bushnell. Two loads of feed per week is now brought to the Hatchery from Bushnell. Rock is hauled from Abingdon to area farmers, and for Township roads. Thus, for 28 years this business has been an integral part of the economic growth of Fairview Township.

The Fairview Collieries Flamingo Mine, a branch of the Ayrshire Collieries Corporation, was located northwest of the Village of Fairview. The mine began operation in this area in 1942 and continued operation until the early 1960's. Its peak production was probably during the late forties and the fifties. At one time the mine was producing 4,629 tons or sixty-eight carloads of coal per day. The tippie has been dismantled and much of the machinery moved elsewhere.

In 1945 The Ayrshire Coal Corporation formed the Meadowlark Farms, Inc. with 5,000 acres of mined land with a large portion lying within the boundary of Fairview Township. The principal objective of the enterprise was to reclaim the mined land to restore it to productive use. In that same year Levi McDaniel was employed as manager of the Fairview Farms and is still serving in that capacity.

In the beginning cattle were grazed over the land with some acreage being cultivated for production of corn and hay. The number of cattle being grazed has remained fairly constant from the beginning, but the number of acres restored to cultivation has increased over the years.

In April of each year some 476-500 cattle are brought from Southern Illinois to graze over the land until early September when they are brought into the feed lot for 120-150 days, and then sold to the Producers Commission Company of Peoria, Illinois. McDaniel stated that the average price received over the twenty-five years has been \$42.00 per hundred. He also stated, that except for one year the Farms produced enough corn to feed out the cattle. At the present time the Farms have the following acreage under cultivation: Wheat, 265 acres; Hay and Alfalfa, 100 acres; Corn, 355 acres; and 90 acres of Beans.

At the start of the operation McDaniel was allowed two helpers, and he still manages the operation with the aid of two men. This has been made possible by the installation of modern feeding and farming equipment. When the cattle are on feed it usually takes one man about one day each week to fill the feeder bins, but then it only takes one man twenty minutes to dispense the daily ration of feed.

The Farms have made extensive use of commercial fertilizers, herbicides, etc. over the years to aid in the reclamation of the mined land. McDaniel stated that a problem of concern at the present time is both the scarcity and the high cost of the fertilizers and chemicals.

A look at the statistics of the Meadowlark Farms, Inc. over the past twenty-five years reveals that over one-fourth of the acreage has been brought into cultivation, in addition to some 6,250 tons of beef placed on the market, making the Farms the second highest pro-

ducer of beef in Fulton County. Truly, a great success in reclamation for the Meadowlark Farms and its local manager.

The Standard Oil Bulk Station has been in operation since the middle or late 20's. The first manager was J.D. (Booky) White who started with one bulk tank, and the petroleum products were brought in by rail. White was followed by Robert Phipps who was the manager until 1933 when Carl Hartstirn assumed the managership and continued the distribution of Standard products until 1942 when he was called into service.

From 1942 to 1971 Evert Hagaman was the distributor. During the War gasoline was brought in frequently by truck, but mostly by rail until the late 50's when all rail service was discontinued. During Hagaman's period of service most of the products came from the Standard Oil Refinery at Wood River, Illinois, with a small amount coming from Bettendorf, Iowa. By this time there were an 11,000 gallon storage tank for heating oil, two 17,000 and one 21,000 gallon storage tanks for gasoline. Hagaman's area of service was about thirty-six square miles, mostly in Fairview Township with some territory in Young Hickory, Deerfield, and Joshua Townships. Usually the distribution of products were made during the week, but on occasion Hagaman would go out on Sunday to supply heating oil to some family, or gasoline to some farmer during the rush season. In 1971 John Martin became the distributor, and is continuing the service which Fairview residents have received from Standard Oil and its distributors for almost fifty years.

The Sinclair Oil Company had a distribution center located in Fairview from approximately 1927 to 1935. The manager of this plant was Roscoe Locke, and the storage tanks were located just south of those of Standard Oil. All products were brought in by rail. Sinclair had a large distribution area extending over much of the west central part of Fulton County. Later distributing points were located in Canton and Bushnell and the Fairview plant was discontinued.

A business which was unusual in its influence upon the community of Fairview was Miller's Produce which was located where the Wee Wash Laundry is now located. In 1928-29 Merle Miller operated a cream station in back of Hill's Store where he put up a

basketball bankboard for the benefit of the younger boys of the community.

In 1929 he moved across the street to the above mentioned location where he expanded his business to include poultry and eggs. In the rear of the building he installed a much better facility for the youthful basketball hopefuls. All during the depression and into the late forties many boys spent their spare time shooting baskets, learning the fundamentals of basketball, learning the essentials of fair play, and developing a competitive spirit which not only helped them at that particular time but carried over into adult life. That this was true is indicated by the numerous letters Miller received in 1972, when he was honored for his forty-five years of service to the youth of the Fairview community, from adult men thanking him for what he did for them during the depression years.

Thus, here was a business which not only contributed to the economic progress of the community, but contributed to the making of better citizens of the youth at a time when there was so little for them to do.

Every Wednesday morning a large number of pick-ups and trucks can be seen coming into Fairview, and everyone knows it is sale day at the Wilson Sale Barn. In 1938 Wilson began his sales operation at the old Greenwell Livery Stable. For a number of years he has held his sale on Wednesday of each week. In the span of thirty-five years Wilson recalls only once of having to call off the sale, and that was due to a late spring snow storm. When he first started his sales most of the people came from within a radius of ten miles. Now he has customers coming from a distance of 50-60 miles, which is due in part to the discontinuance of smaller sale barns, the improvement of roads and transportation, and his own efficient management. In 1970 Ronnie Tompson became a partner with Wilson. They buy some stock to sell, but the major portion of their sales is on consignment. Lunch is served on the ground for the benefit of the people attending the sale.

In January 1974, Wilson sold his interest in the sale barn to Delbert Fidler who with his partner, Tompson, will continue to operate under the firm name Wilson Sale Barn. However, Wilson will continue to work for the new management in a limited capacity.

There has been a cafe on the ground floor of the Masonic Building since April 1932 when the James Betar's moved there after their restaurant, which was located on the site of the present post office building, burned to the ground. After the Betar's quit business in the early 1950's several people operated the Cafe at various times until Bobbie and Betty Bowen purchased the Cafe from Bea Dufour on March 1, 1962, and have continued its operation to the present time as the Valley Cafe. The Bowens specialize in serving noon-day meals to the general public. They usually close around 5 p.m. and are closed on Sundays. Special dinners or banquets are served after hours to any group requesting such service.

A favorite eating place in Fairview Township is the Myers' Cafe located on Route 116 one mile east of Junction 97 and 116. In October 1950, Obil Myers and his mother started the Cafe and Mobil Service Station with Mrs. Myers operating the Cafe and Obie the Service Station. About 1952 Mrs. Myers became ill and Lou Myers, Obie's wife, took over the operation of the Cafe which she has continued to operate.

The Cafe has been a most popular eating place since its beginning. Around noon a large number of trucks make it a "must" stop on their runs. For a number of years a familiar sight was either a M. and St. L., or Northwestern train at a stand still above the crossing on Route 116, which told you that the crew was enjoying its favorite food at the Myers' Cafe. Also, many mine workers at Midland eat their lunch here as well as passing tourists.

One of the well known favorites of the Cafe is the "Home Baked Pies" as Lou arrives at 3:30 a.m. to have freshly baked pies for the day's trade. Another speciality, which is a favorite with the Public, is the "Home Made Noodles". On certain evenings special fried chicken dinners are served which attract people from as far away as the Galesburg and Canton areas.

Since 1952 the business has increased to such an extent that the help has been enlarged to two shifts a day. Among the workers who have been with Lou over an extended period of time are Martha Rotz and Margaret Dunblazier. In 1972 a larger dining area was added so that private parties and banquets could be served.

Lou noted that one problem facing the

smaller eating establishments is in the wholesale buying, as the wholesalers are requiring larger purchases to be made than can be utilized by the smaller businesses. But whatever the problem facing the small business enterprises, one has the feeling that "Home made Pies and Noodles" will be served for many more years at the Myers' Cafe.

On January 1, 1955, Ray Root, an assistant mortician from the Tri-City area, purchased the Voorhees Funeral Home from the Voorhees estate and the late William C. Wilson. Root made extensive repairs to the building, and remodelled the interior to conform to the standards of a modern Funeral Home. On January 1, 1956, Root purchased the Maquon Funeral Home from Roy Davis, and later bought a house and equipped it as the Root Funeral Home.

Root's eldest son, Ronnie, has completed the necessary training, and is now licensed to perform all the duties of a mortician. Ronnie is married and lives in Maquon, and is a full time associate with his father.

Some of the changes during the past twenty years noted by Root were that on the whole the number of people attending a Service has declined, while the attendance at the visitation has increased; and, the number of visitations in the deceased's home has noticeably declined in preference to the visitations at the Funeral Home.

In June 1955 Ray Root began working in the Fairview Insurance Agency which at that time was owned by Ivan Mahr. In January 1958 Harold Latimer, who had an agency with Pekin Insurance, and Root purchased Mahr's Insurance Agency and combined the two agencies retaining the name of Fairview Agency. Root served as manager of the agency until Latimer's death in 1967, when he became sole owner. The business continued to be called the Fairview Insurance Agency.

During the time of the joint ownership of Latimer and Root, they purchased the Fairview Telephone Building in 1961, and completely remodelled the building providing a reception room and private offices. In August 1972 Root purchased the Folkenroth Insurance Agency in Maquon, and eventually this business will be handled through the Fairview office.

The Fairview Insurance Agency handles all types of insurance including Life, Health and

Accident, Fire, Wind, Hail and Automobile. The package policy has become very popular in the last 10-15 years, and is one of the Company's best seller. A new type of insurance which is increasing in popularity is the Umbrella Policy which gives the insured greater protection especially against costly law-suits. The No-fault Insurance received a set back when the State Supreme Court declared the law, enacting no-fault insurance, unconstitutional. It is expected that in the near future a law will be enacted to meet the objections of the Court, thereby giving the insured more modern protection.

For some time Root has been interested in the Real Estate business. In 1969 he received a Broker's License and formed the Ray Root Realty Company with offices in Fairview. In 1974 he moved his Realty Office to Wee-matuk, and now has eight full time employees. At the present time Root is President of the Fulton County Board of Realtors. Under his presidency the organization inaugurated the Multiple Listing Service.

Ronnie, Root's son, has had insurance training with both the Hartford and Pekin Companies, and is now working with the Fairview Insurance Agency.

The Fairview Fabricating Shop was opened in the J.C. McComb Building by Boyd Johns. In 1961 he moved to the Wilson Building where he had his shop on the first floor and living quarters on the second floor. The next year he tore down the McComb Building and in 1970 built a home on the south end of the lot. In 1972-1973 he razed the Wilson Building and built a shop to house his business.

The Fairview Fabricating Shop is engaged in construction of all kinds of buildings, selling equipment and furnishing for home and business, and general repair and maintenance work. In the past twenty-five years, Johns noted, there has been a change from the demand for custom made products to more of the products made by mass scale production, and also a rapid growth in the use of plastics not only in the building trades, but in almost every type of commercial product.

In 1964 the Parish Fertilizers, Inc. of Canton opened a second plant in Fairview with Ronald Newton as manager. During the first year of operation in Fairview they used the Fairview Depot Building for housing and office

space. They immediately started building a permanent facility on the site formerly occupied by the Simpson-Powelson Lumber Company, and on October 3, 1965 the new building was ready for use.

During the first year the Company sold ammonia and bag fertilizer to the area farmer. After the new facility was completed bulk fertilizer was added, and soil testing was begun in order to provide the farmer with prescription fertilizers with the right amount of nutrients for his particular soil. With the growing demand for ammonia and commercial fertilizers the Parish Fertilizers, Inc. has installed a 12,000 gallon storage tank for ammonia, added thirty wagons for distributing ammonia, and sixteen fertilizer spreaders. Newton noted that in the spring and fall very often all of this equipment would be in use as some 200-300 tons of ammonia and 2,000 tons of fertilizer would be distributed to the farmers within a radius of twenty-five miles from Fairview. A new Morton Building has been added to the original facility and in 1973 Parish Fertilizers purchased approximately seventy acres of land just west of the plant which will be farmed and used for experimental purposes. With continued emphasis on increased yields of crop production, Newton predicted that the demand for their products would continue to rise from year to year.

On September 18, 1966, Lloyd and Sarah Rasmussen opened an Antique Shop in a building across the street from the post office which they had purchased from Glenn Hagaman.

Lloyd and Sarah have been interested in antiques for some thirty years, and when Lloyd retired from the Truax mine he decided to extend his hobby into a business enterprise. Along with buying and selling of antiques, he does refinishing of furniture.

The usual items found in an Antique Shop may be found here, and are available for purchase every Sunday afternoon. Parties may make an appointment at other times to visit the shop. There have been many businesses in Fairview through the years, but as far as records are available, the Rasmussen Antique Shop is the first of its kind.

Doyle Williams opened the D and D Sales and Service in May 1968 in the former post office building next to the Fairview State Banking Company. He provides plumbing and heating services to the Fairview community. At the

present time he has been appointed by the Village Board to supervise and inspect sewer installations for the Village.

The Valley Radio and TV Shop, now located in the Taylor Building, is owned and operated by Warren Van Liew. In addition to servicing radios and TV's, he is the authorized Philco dealer for this area.

The Fairview Barber Shop, owned by Floyd Dierdorff, has been leased to Dick Coleman of Lewistown. Coleman is in the shop on Wednesday and Thursday evenings and all day Saturday.

Dale Mathis has operated a garage and auto repair shop on North Church Street for the past twenty-one years.

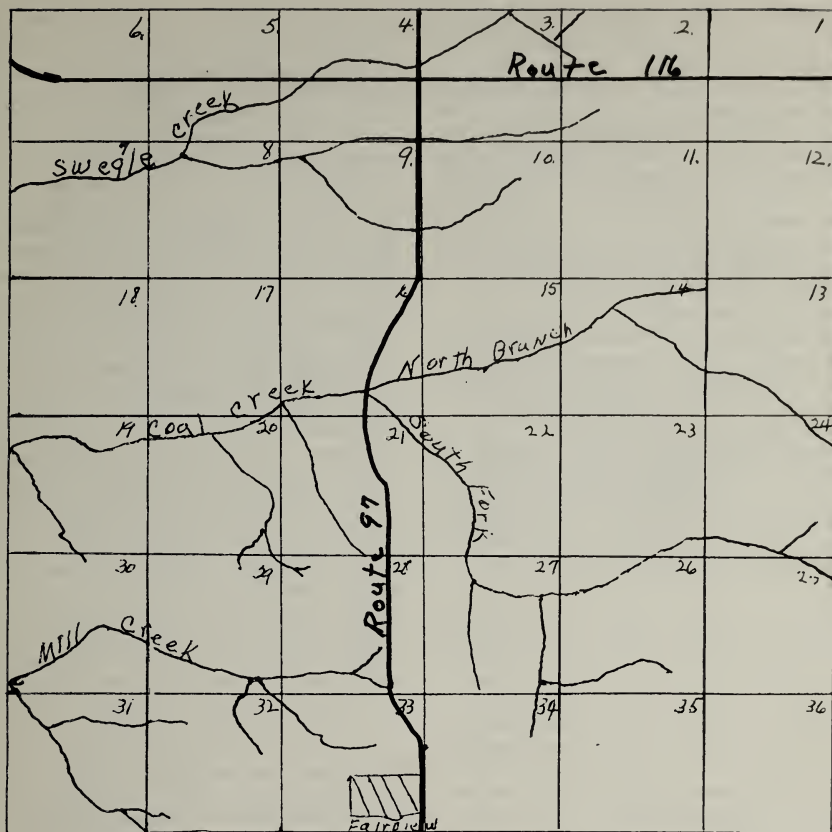
The Wee Wash Laundry, located east of the Valley Cafe, is owned by Lloyd Henderson and has been in operation for the past eleven years. Mrs. Lyman Roberts is the caretaker.

Other business establishments in the Village include Rod's Autobody Repair Shop, Marsha's Styling Shop, Dorothy's Beauty Shop, Sylvia's Beauty Salon, and Jan's Swirls 'N' Curls.

In 1926 Route 97 was extended to Fairview from Route 9 ending at the east end of Carter Street. Travel from the south came west on Carter Street to Church Street, thence north on the old Knoxville Road. In 1931 Route 116 was constructed coming across the north end of Fairview Township. In 1938 Route 97 was extended northward from Fairview skirting the east side of the Village, and before reaching Coal Creek veered to the west to avoid crossing the two forks of Coal Creek as had the original Knoxville Road. After crossing Coal Creek, the road angled in a northeasterly direction connecting again with the old Knoxville Road.

The administrative officials on October 1, 1974, for the Village of Fairview are George Nott, President; Barbara Combs, Clerk; Harold Omer, Treasurer; Joseph Toohill, Attorney; and Forrest McComb, Joe Tiezzi, Gerald Hilton, Fred Powell, James Endres and Berwyn Taylor, Trustees.

George Nott is serving his fourth consecutive term as a Village President. Prior to becoming Village President he served as a Village Trustee, thereby having served the Village as a public servant for some eighteen years. During that period of service Nott has seen numerous improvements in the Village,



State Roads

Through Fairview Township

the major ones being: (1) installation of vapor lights, the first town of comparable size to install such lighting in the Cilco area; (2) improvement of the water system by replacing the two shallow wells with a 1600 foot well, the result of a \$25,000 bond issue approved by the Village residents; (3) improvement of streets with an asphalt treatment; (4) the erection of street markers designating the name of the streets; and (5) the construction of a modern sewage disposal system which is now in the process of being completed. Again the residents approved a bond issue to aid in the financing of this project.

In the near future Nott hopes that the water system can be further improved by installing a new tank to provide an increased volume of pressure so that the water pressure will remain more constant.

The administrative officials on October 1, 1974, for the Township are Carl Hartstirn, Supervisor; Ora Keefauver, Clerk; Howard Vollmar, Cecil Huffman, Marion Schleich, and William Burnside, Auditors; John Downing, Road Commissioner, and Lyman Roberts, Assessor.

Carl Hartstirn has been Fairview Township Supervisor since April 1959. He noted that the roads in the Township during that period of time have been improved and that two roads, one from Coal Creek Lutheran Church east to Route 97 and Coal Hollow Road had been relocated and surfaced; also, a new Township Building was erected in the south part of the Village with revenue sharing money; and the purchase of new equipment for the maintenance of the roads.

If one were to assess the history of Fairview Township he would, undoubtedly, indicate that the greatest accomplishment was the establishment of a strong social, moral, and religious atmosphere which has prevailed throughout its history. The Reformed Church, from its very beginning, was instrumental in developing this particular climate, and other Churches, Clubs, and Societies added their contributions. During the early days there were many skilled artisans in Fairview who produced the immediate and primary needs for a growing pioneer community. But these young industries failed to develop into great enterprises. One factor hindering expansion was the lack of capital, or a too conservative attitude to make use of the available capital. Also,

all through the 60's several efforts were made to secure a railroad which would pass through Fairview, but for various reasons none of the proposed plans were materialized. A railroad at this time, most likely, would have been a boost to the economy and prosperity of the community. If the Reformed Church had been successful in its bid for a college in 1859, Fairview would have enjoyed the benefits, financially and culturally, of a college town. Thus, either or both of these opportunities would have been a tremendous potential influence for the betterment of the community. It is true that Fairview did get a railroad in 1880, but it was a more or less local affair rather than a part of a through net work, and the pattern of development in Fulton County had been fairly well established by that time. One would not take any credit from the "Peavine" Railway for it served well the purpose for which it was established.

The automobile has had its effect on the prosperity of Fairview Township. Through its use marketing has been easier to do outside the Village, and labor has been able to secure jobs out of the confines of the Township all of which make it more difficult for the local business firms. Conversely, the automobile has been a factor in bringing more buying dollars into the community as a result of laborers working elsewhere. Too, many young families who commute to work prefer to live here to raise their children in a clean, wholesome environment. So far the advantages and disadvantages seem to balance each other as the population has hovered slightly above the 500 mark for several decades. An evaluation for the future population trend would seem to indicate that this mark will be maintained for some time to come with the percentage of retired people decreasing as the percentage of young families increase. Whatever the outcome of the future, those who have lived in Fairview Township will continue to be proud of the heritage which has been bestowed upon them.

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